FLEET OPERATOR'S REFERENCE ANNUAL

COMMERCIAL CAR JOURNAL

THE MAGAZINE FOR FLEET OPERATORS

APRIL 1941

Q. Why are more and more truck users standardizing on Dodge Job-Rated Trucks?

A Paul J. Howard has the answer...

"As the result of the economy and performance of a 1936 Dodge 1½-ton truck, we are now standardizing on Dodge equipment for our entire fleet."

WHEN the truck *fits* the job . . . with the right size engine for power . . . the right size frame, clutch, transmission, rear axle and brakes . . . all quality-built for long life . . . *that's a truck for you!*

This is why many companies, including California Flowerland, Los Angeles, are standardizing on Dodge *Job-Rated* trucks.

Dodge trucks can do a great job for you, too—with high gas mileage, low oil consumption and low maintenance expense.

See your Dodge dealer for a good deal on the low-priced, high-quality Dodge *Job-Rated* truck that fits your job.

PRICED WITH THE LOWEST

Chassis (WITH COWL) .. $500 AND UP
Chassis (WITH CAB) .. $595 AND UP
Pick-Ups $630 AND UP
Panels .. $730 AND UP
Stakes .. $740 AND UP

Above prices are delivered at Detroit, Federal taxes included. Transportation, state and local taxes (if any) extra. All prices shown are for ½-ton except stake model which is for ¾-ton. 112 standard chassis and body models available.

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BETTER BECAUSE OF CHRYSLER CORPORATION ENGINEERING

BUY YOUR NEXT TRUCK THE 1·2·3 WAY

1. LOOK AT LOW-PRICED TRUCK 'A'
2. LOOK AT LOW-PRICED TRUCK 'B'
3. THEN LOOK AT LOW-PRICED DODGE *Job-Rated* TRUCKS

DODGE DIVISION, CHRYSLER CORPORATION, DETROIT, MICH.

DEPEND ON DODGE *Job-Rated TRUCKS

*Job-Rated MEANS: A TRUCK THAT FITS YOUR JOB

COMMERCIAL CAR JOURNAL

with which is combined Operation & Maintenance
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PART OF 70 VEHICLE FLEET operating out of Wilson & Co.'s Los Angeles Branch. Stepped up engine efficiency and increased mileage between lubrications credited to the use of Texaco.

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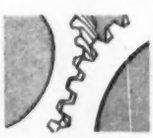

TEXACO THUBAN for transmissions and differentials. Less wear on gears and easy shifting the year 'round.

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TEXACO 303 MOTOR OIL—keeps filters, screens, oil lines open, rings and valves free for longer periods of time.

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VOL. LXI, NO. 2 COMMERCIAL CAR JOURNAL APRIL, 1941

1941

FLEET OPERATORS'

REFERENCE ANNUAL

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EDITOR'S NOTE

Coming at a time when trucks are being called upon to bear their full share of the National Defense effort, this Fifth Edition of the Fleet Operators' Reference Annual should prove more useful than ever before in helping fleetmen to keep their trucks operating steadily and efficiently. This volume is, in reality, a truck industry effort. Leading manufacturers have cooperated in the presentation of technical data because they recognize that their products can give the utmost satisfaction only when they are adequately maintained.

VITAL STATISTICS OF THE

Truck Production & Wholesale Value

(U. S. and Canada)

	Number‡	Value‡
1904	411	$946,947
1905	450	970,000
1906	500	1,050,000
1907	700	1,360,000
1908	1,500	2,550,000
1909	3,255	5,230,023
1910	6,000	9,660,000
1911	10,681	21,000,000
1912	22,000	43,000,000
1913	23,500	44,000,000
1914	25,375	45,098,464
1915	74,000	125,800,000
1916	92,130	161,000,000
1917	128,157	220,982,668
1918	227,250	434,168,992
1919	275,943	423,326,621
1920	321,789	423,249,410
†1921	164,304	169,914,098
†1922	277,140	231,282,063
†1923	426,505	317,476,940
†1924	434,140	326,706,496
†1925	557,056	470,634,763
†1926	556,818	468,752,769
†1927	497,020	435,072,641
†1928	588,983	459,045,380
†1929	826,817	595,504,039
†1930	599,991	405,949,915
†1931	434,176	272,748,305
†1932	245,282	142,264,003
†1933	358,548	192,131,509
†1934	599,397	332,913,985
†1935	732,005	399,211,522
†1936	818,377	481,961,420
†1937	947,502	573,310,107
*1938	530,425	365,723,677
†1939	757,553	530,494,488
†1940	889,884	690,549,984

Foreign assemblies of parts made in U. S. but assembled abroad are included in this table.

† Figures for 1921 to date are "factory sales" for U. S. plants and "production" for Canadian plants.

‡ Substantial part of the trucks reported comprises chassis only, without body; hence the value of bodies for these chassis is not included.

AGE OF TRUCKS IN USE*

Year	New Truck Registrations	Per Cent Surviving	Number Surviving	Average Age	Of Trucks in Use
1940	576,327	100.0	576,327	½	576,327 are up to 1 year of age
1939	486,748	99.6	484,801	1½	1,061,128 " " " 2 years of age
1938	365,349	98.7	360,599	2½	1,421,727 " " " 3 " " "
1937	618,249	97.6	603,411	3½	2,025,138 " " " 4 " " "
1936	611,644	96.0	587,178	4½	2,612,316 " " " 5 " " "
1935	510,683	93.3	476,467	5½	3,088,783 " " " 6 " " "
1934	403,886	89.0	359,456	6½	3,448,241 " " " 7 " " "
1933	245,869	82.0	201,612	7½	3,649,853 " " " 8 " " "
1932	180,413	71.9	129,717	8½	3,779,570 " " " 9 " " "
1931	313,884	58.8	184,540	9½	3,964,110 " " " 10 " "
1930	410,699	44.0	180,707	10½	4,144,817 " " " 11 " "
1929	527,057	29.2	153,900	11½	4,298,717 " " " 12 " " "
1928	341,123	17.9	61,061	12½	4,359,778 " " " 13 " " "
1927	327,965	11.1	36,404	13½	4,396,182 " " " 14 " " "
1926	385,997	6.9	26,634	14½	4,422,816 " " " 15 " " "
1925	418,000†	4.4	18,392	15½	4,441,208 " " " 16 " " "
1924	340,000†	2.8	9,520	16½	4,450,728 " " " 17 " " "

† Partly Estimated.

* These figures are purely a statistical approximation calculated from a life curve applicable to passenger cars. Frankly, COMMERCIAL CAR JOURNAL has no authentic data as to the life expectancy of trucks. However, if trucks last longer than passenger cars then the conclusions are conservative. If they do not last as long then the conclusions are generous. COMMERCIAL CAR JOURNAL has a feeling that the industry will consider them conservative. If any readers have made studies along these lines, we would appreciate hearing from them.

TRUCK PRODUCTION BY CAPACITIES—UNITS

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940†
¾ ton or less	141,859	144,869	109,220	79,127	99,028	172,089	249,957	316,208	395,157	194,827	292,768	347,002
1 ton and less than 1½	78,786	31,028	4,899	1,618	893	2,341	2,259	9,686	21,580	30,951	29,725	42,501
1½ ton and less than 2	523,691	370,541	289,418	144,113	228,239	376,475	420,597	423,503	441,156	246,200	344,199	358,350
2 ton and less than 2½	28,416	16,477	8,516	7,620	15,866	25,995	28,950	30,637	30,431	18,375	26,701	53,913
2½ ton, less than 3½	33,530	22,887	11,516	6,006	7,728	11,136	10,465	12,309	18,971	9,954	18,801	26,808
3½ ton and less than 5	8,643	6,412	4,532	2,689	2,859	4,752	3,612	4,621	6,170	4,539	7,619	8,941
5 ton	2,384	1,094	906	1,407	580	1,219	3,824	5,567	9,248	5,820	7,365	8,540
Over 5 ton and special types	9,508	6,683	5,169	2,705	3,356	5,390	*12,341	*15,846	*24,789	*19,759	*30,375	*43,829
Total	826,817	599,991	434,176	245,285	358,548	599,397	732,005	818,377	947,502	530,425	757,553	889,884

* Includes Station Wagons. † Partly Estimated.

TRUCK PRODUCTION BY CAPACITIES—PER CENT

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940
¾ ton or less	17.1	24.0	25.2	32.3	27.6	28.6	34.1	38.6	41.7	36.7	38.6	39.0
1 ton and less than 1½	9.5	5.2	1.1	.6	.2	.4	.3	1.1	2.3	5.8	3.9	4.8
1½ ton and less than 2	63.4	61.7	66.6	58.8	63.7	62.9	57.5	52.0	46.6	46.4	45.5	40.3
2 ton and less than 2½	3.4	2.7	2.0	3.1	4.4	4.3	4.0	3.7	3.2	3.5	3.5	6.0
2½ ton and less than 3½	4.1	3.8	2.7	2.4	2.2	1.9	1.4	1.[illegible]	2.0	1.9	1.0	3.0
3½ ton and less than 5	1.0	1.0	1.0	1.1	.8	.8	.5	.5	.6	.9	2.5	1.0
5 ton	.3	.2	.2	.6	.2	.2	.5	.7	1.0	1.1	1.0	1.0
Over 5 ton and special types	1.2	1.4	1.2	1.1	.9	.9	*1.7	*1.9	*2.6	*3.7	*4.0	*4.9
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

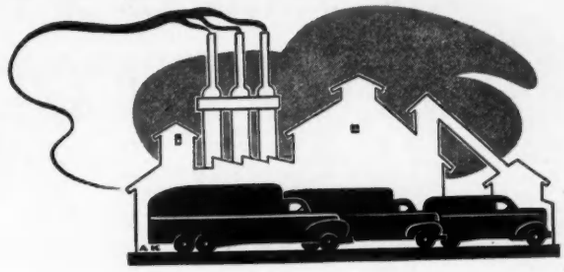
* Includes Station Wagons. † Partly Estimated.

TRUCK PRODUCTION BY MONTHS, BY YEARS

(U. S. and Canada)

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	
January	57,765	40,938	35,475	21,160	19,429	44,870	64,529	68,655	74,995	58,062	64,093	74,016	January
February	65,950	52,925	41,863	24,291	15,592	44,952	63,204	65,938	72,939	51,464	63,606	71,690	February
March	79,587	69,031	47,671	21,274	18,508	61,068	70,520	81,875	96,016	52,106	77,107	75,285	March
April	91,855	74,477	53,138	28,539	27,975	67,532	69,338	91,049	100,324	47,818	68,066	76,807	April
May	94,940	62,080	47,805	27,491	35,132	60,348	59,324	79,379	96,965	41,575	63,793	74,139	May
June	98,164	51,466	41,496	23,572	43,448	48,292	65,785	81,185	91,820	41,857	66,964	67,787	June
July	78,703	44,960	35,386	15,137	39,310	44,546	61,582	71,383	83,996	38,336	62,750	74,005	July
August	59,985	43,296	32,890	15,319	42,601	53,890	58,942	63,794	87,802	35,259	40,868	41,533	August
September	54,683	46,557	31,876	20,003	35,874	46,335	33,229	47,496	55,033	20,174	27,560	56,703	September
October	66,235	41,928	22,406	14,157	30,772	49,643	60,203	35,359	31,939	22,380	65,079	86,104	October
November	50,368	37,493	20,118	12,560	19,106	35,107	60,720	54,628	67,508	54,638	73,407	93,068	November
December	28,582	34,840	24,052	21,782	30,801	42,814	64,629	77,636	88,165	66,756	84,260	98,747	December
Total	826,817	599,991	434,176	245,285	358,548	599,397	732,005	818,377	947,502	530,425	757,553	889,884	Total

TRUCK INDUSTRY



NEW TRUCK REGISTRATIONS BY MAKES*

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940
Autocar	2,941	2,009	1,748	1,015	1,127	1,139	1,001	1,451	2,181	1,617	2,044	1,955
Brockway	4,533‡	3,780‡	1,685‡	752	875	1,213	1,245	1,695	1,593	1,303	1,815	1,672
Chevrolet	160,892	118,253	99,600	60,784	99,880	157,507	167,129	204,344	183,674	119,479	169,457	194,038
Diamond T	3,590	2,888	2,483	2,250	4,139	5,440	6,454	8,750	8,118	4,393	5,412	6,358
Dodge	28,567	15,558	13,518	8,744	28,034	48,252	61,488	85,295	64,098	33,656	48,049	54,615
Federal	2,853	2,095	1,523	1,167	1,360	1,962	2,190	2,930	2,339	1,370	1,837	1,617
Ford	223,405	197,216	138,854	66,937	82,397	128,250	185,848	177,244	189,376	100,959	128,889	163,333
G. M. C.	14,248	9,004	6,919	6,359	6,602	10,449	11,442	26,980	43,522	20,152	34,908	42,486
Hudson	.....	.....	.....	.....	.....	.....	638	1,905	4,823	719	409	761
Indiana	.....	.....	.....	957	1,252	729	862	1,705	1,[illegible]	435	178	.....
International	31,434	23,703	21,073	15,752	26,658	31,555	53,471	71,958	76,[illegible]	55,836	68,048	77,891
Mack	6,823	4,943	2,945	1,425	1,652	1,830	1,515	4,226	5,513	4,406	6,670	7,754
Plymouth	.....	.....	.....	.....	.....	.....	660	2,420	13,709	6,652	8,294	9,573
Reo	12,894	6,427	5,166	3,187	3,042	5,035	5,101	4,227	4,254	2,929	853	625
Sterling	1,577	1,244	739	227	108	134	174	277	311	267	326	341
Stewart	2,163	2,315	1,394	867	684	736	880	1,280	1,[illegible]48	390	70	.....
Studebaker	1,681	1,518	3,495	2,430	2,407†	1,697	2,100	3,279	5,[illegible]20	2,000	2,110	1,207
White	6,121	4,395	2,561	2,138	1,384	3,963	3,304	5,757	5,833	3,514	4,558	7,344
Willys	6,536	4,264	3,131	1,132	233	25	2,280	2,441	1,122	1,889	1,634	2,291
All Others	16,819	11,107	7,050	4,290	4,035	3,970	2,901	3,480	3,861	3,383	3,187	3,466
Total	527,057	410,699	313,884	180,413	245,869	403,886	510,683	611,644	618,249	365,349	496,748	576,327

‡ Includes Indiana. † Includes Rockne. * Data from R. L. Polk & Co.

NEW TRUCK REGISTRATIONS BY STATES*

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940
Alabama	10,456	6,186	3,536	1,982	4,054	8,051	9,925	13,187	12,874	7,041	11,978	12,928
Arizona	3,061	1,899	1,295	566	1,086	2,167	3,126	3,510	3,659	2,051	2,478	2,838
Arkansas	7,911	3,478	2,613	1,467	3,638	4,960	7,383	9,435	10,836	5,909	9,200	10,890
California	30,835	26,930	19,992	10,732	13,788	20,496	28,943	33,656	35,901	23,846	25,658	32,397
Colorado	6,382	5,840	3,887	2,001	2,438	5,195	6,086	9,060	8,411	4,771	5,935	6,308
Connecticut	7,828	5,928	5,540	3,056	4,246	6,124	7,318	8,240	7,767	4,422	5,466	6,888
Delaware	1,444	1,205	967	597	828	1,115	1,425	1,723	1,882	1,161	1,496	1,630
District of Columbia	2,328	1,850	2,202	1,368	1,362	1,979	2,492	2,940	2,857	1,753	2,514	2,614
Florida	5,395	6,121	5,255	2,894	4,186	8,046	8,274	9,412	10,722	6,540	9,375	12,485
Georgia	6,768	4,998	4,779	2,544	5,260	7,921	10,887	12,941	12,998	8,818	11,702	15,468
Idaho	2,572	2,389	1,620	673	1,545	2,817	4,004	4,939	4,454	2,613	3,346	3,854
Illinois	26,584	20,037	14,796	7,883	11,764	17,584	23,046	31,123	30,451	18,055	25,353	29,535
Indiana	14,462	10,534	9,025	4,849	6,121	11,123	18,009	20,027	18,269	9,899	16,857	16,575
Iowa	11,445	10,038	7,899	4,154	5,449	9,860	12,754	12,999	12,449	8,940	12,245	13,790
Kansas	12,648	9,298	5,550	3,119	4,292	7,170	9,605	11,406	12,409	7,960	7,079	9,815
Kentucky	6,037	5,366	4,326	2,819	4,195	6,815	9,089	10,870	11,597	7,244	8,908	10,490
Louisiana	7,314	4,705	4,311	1,844	2,882	5,359	7,201	9,753	10,111	6,155	8,185	9,695
Maine	4,785	4,521	4,600	2,240	2,614	4,262	4,104	5,337	5,658	3,315	4,317	5,278
Maryland	7,055	6,038	4,864	2,953	3,818	5,457	6,657	7,382	7,783	4,741	6,307	8,054
Massachusetts	16,969	13,711	12,609	7,290	9,511	12,887	14,514	15,350	16,235	9,459	12,931	14,392
Michigan	25,585	15,818	10,722	6,402	9,085	18,281	21,104	24,840	24,549	11,268	17,704	21,622
Minnesota	11,262	10,292	7,590	4,858	5,722	9,255	12,740	14,144	13,555	8,674	10,528	12,566
Mississippi	6,977	5,518	2,137	1,476	2,752	5,414	6,573	10,367	11,176	5,826	8,472	10,604
Missouri	16,047	14,844	10,979	7,645	8,535	12,920	16,200	20,142	19,170	11,718	16,338	19,701
Montana	4,338	2,596	1,874	1,150	2,055	4,215	5,939	5,930	5,044	4,112	4,561	5,359
Nebraska	8,144	6,957	4,540	2,108	2,713	5,411	6,297	6,996	6,202	4,664	5,449	6,146
Nevada	934	635	648	320	233	638	1,006	1,210	1,167	731	876	1,133
New Hampshire	2,491	2,290	2,038	1,152	1,783	2,731	2,490	3,196	3,022	1,759	2,748	3,012
New Jersey	17,587	14,764	13,051	7,505	7,401	11,444	13,165	16,935	18,446	11,591	12,725	14,710
New Mexico	2,157	2,006	1,560	817	1,395	3,150	4,058	4,545	5,099	2,911	3,732	4,119
New York	46,984	38,951	32,792	19,943	20,200	30,383	35,805	39,159	41,922	26,656	32,109	35,721
North Carolina	9,618	6,483	6,821	3,620	6,597	11,185	13,835	14,286	15,691	9,309	12,867	14,750
North Dakota	4,144	2,419	1,436	786	1,107	2,389	3,144	2,680	3,193	2,483	2,740	3,790
Ohio	27,338	20,111	14,291	8,753	11,150	20,487	22,772	30,028	28,440	15,261	22,536	28,509
Oklahoma	12,937	8,112	4,060	2,594	4,941	8,944	11,788	14,737	14,702	8,956	10,198	11,484
Oregon	5,819	4,193	3,099	1,451	2,488	3,780	5,964	8,050	7,859	4,064	5,873	7,212
Pennsylvania	37,258	30,120	23,396	15,618	19,991	29,891	32,097	41,919	39,150	21,044	28,915	36,107
Rhode Island	2,953	2,116	2,027	1,152	1,598	2,035	2,088	2,594	2,749	1,531	2,283	2,664
South Carolina	4,760	3,709	2,959	1,213	2,604	4,228	5,481	6,091	7,257	4,305	6,431	7,634
South Dakota	4,160	3,093	1,673	704	996	2,252	3,020	2,962	2,659	2,003	2,752	3,407
Tennessee	5,851	5,087	3,285	2,031	3,623	6,366	9,518	11,062	10,799	6,476	9,732	12,797
Texas	33,381	22,237	15,742	8,819	13,889	24,854	32,437	38,903	40,905	25,882	33,426	38,599
Utah	2,610	2,218	1,591	758	1,568	2,530	3,498	3,571	3,298	1,984	3,034	3,095
Vermont	2,027	1,670	1,339	972	1,311	2,048	2,394	2,308	2,444	1,228	2,076	2,325
Virginia	9,989	8,917	6,823	4,105	5,667	8,508	11,402	12,904	12,928	7,906	10,391	12,748
Washington	8,325	6,680	4,640	2,471	4,002	6,199	9,076	10,666	10,222	5,416	7,149	9,306
West Virginia	5,299	4,551	3,552	1,844	2,988	5,847	6,646	9,181	9,289	4,694	6,604	7,800
Wisconsin	14,393	12,058	8,399	4,522	5,411	9,313	13,118	16,237	16,412	8,516	10,949	13,051
Wyoming	1,481	1,182	1,174	613	937	1,799	2,206	2,661	2,627	1,708	2,232	2,432
Total	527,057	410,699	313,884	180,413	245,869	403,886	510,683	611,644	618,249	365,349	496,748	576,327

* Data from R. L. Polk & Co.

VITAL STATISTICS OF THE TRUCK INDUSTRY—Continued

U. S. NEW TRUCK REGISTRATIONS BY MONTHS, BY YEARS

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	
January	29,900	30,236	24,415	14,776	11,709	22,903	34,759	43,760	47,618	31,995	37,715	45,650	January
February	32,637	31,880	23,466	14,558	9,707	24,476	34,797	40,301	41,843	27,551	34,102	41,336	February
March	46,368	42,199	30,609	16,874	9,934	33,884	41,511	52,428	60,301	37,255	45,083	63,093	March
April	56,299	47,029	36,848	17,784	17,301	38,882	46,785	64,956	67,832	35,682	46,063	55,982	April
May	52,874	43,286	33,496	18,696	20,925	39,831	47,968	62,183	65,857	32,937	45,381	51,553	May
June	45,114	33,531	28,496	17,876	23,254	34,768	48,243	56,851	58,626	30,647	40,482	43,504	June
July	57,943	39,904	30,102	14,731	30,642	37,490	51,243	63,695	61,686	33,475	44,747	50,913	July
August	52,557	33,787	27,070	15,081	28,789	40,790	50,355	59,222	60,872	34,231	43,523	48,980	August
September	46,560	33,933	25,967	14,967	31,269	37,225	41,390	54,611	54,711	26,570	32,983	39,224	September
October	49,899	34,237	24,685	15,156	28,058	40,878	37,439	41,220	40,246	19,589	37,923	48,356	October
November	33,631	220,12	15,553	10,392	18,691	28,669	36,935	30,255	27,248	23,943	41,286	46,618	November
December	23,275	18,665	13,177	9,522	15,580	24,070	39,258	42,162	31,409	31,474	37,460	51,095	December
Total	527,057	410,699	313,884	180,413	245,869	403,886	510,683	611,644	618,249	365,349	486,748	†576,327	Total

TOTAL TRUCK REGISTRATIONS BY STATES

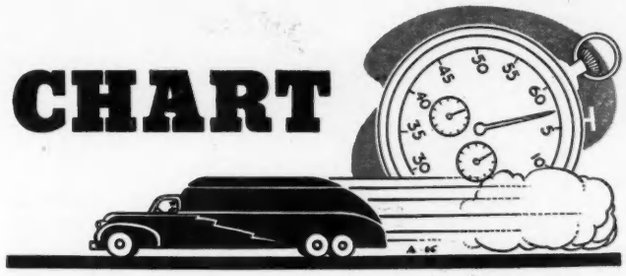
	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940
Alabama	37,832	37,976	33,972	31,575	29,838	34,101	38,989	44,272	53,070	50,780	54,947	58,707
Arizona	10,686	12,045	12,633	14,687	14,569	16,791	17,964	20,183	22,973	22,998	24,083	24,500
Arkansas	39,732	26,986	31,275	22,989	32,980	35,700	40,107	50,131	59,263	53,789	60,535	64,199
California	214,033	230,837	245,213	234,177	220,087	237,566	253,908	‡266,379	‡284,132	*300,483	*309,855	*326,999
Colorado	28,501	31,662	32,082	30,357	27,433	27,858	28,430	*31,930	32,795	31,447	30,636	30,298
Connecticut	50,006	51,196	52,227	51,388	52,564	55,878	62,232	60,653	68,070	63,910	66,273	74,456
Delaware	10,232	10,576	*9,991	*8,656	*8,485	*9,394	*9,692	*10,010	*10,314	*10,519	*11,248	*11,030
District of Columbia	15,995	16,943	18,185	18,288	16,742	17,263	17,610	19,397	18,862	14,267	13,718	13,500
Florida	57,293	53,096	51,724	37,955	45,019	55,359	57,199	65,738	70,308	71,871	76,320	79,000
Georgia	48,543	47,119	46,264	42,050	51,212	60,262	66,079	73,269	78,803	76,154	85,520	91,321
Idaho	13,676	14,551	15,435	14,030	14,884	17,861	21,371	25,852	28,208	27,809	31,380	33,382
Illinois	*203,335	207,584	201,509	177,820	*186,186	*174,265	*185,477	*208,926	*220,639	*222,582	*232,888	*228,889
Indiana	125,349	128,397	129,826	122,019	116,361	122,791	132,767	131,767	140,292	122,168	129,695	130,000
Iowa	69,531	72,190	78,414	74,882	69,490	75,350	80,529	82,840	86,636	*92,884	*93,139	*101,244
Kansas	*73,694	*83,139	*80,484	*71,778	*72,404	75,565	*80,068	*87,113	*93,046	*97,744	*98,616	*102,665
Kentucky	34,132	35,841	34,989	31,621	32,111	37,445	43,613	51,840	59,341	63,373	69,629	75,096
Louisiana	46,303	44,697	47,783	41,853	42,007	44,779	59,398	76,251	80,630	80,167	84,475	88,973
Maine	36,544	37,435	38,771	36,203	35,271	37,693	38,079	39,276	43,171	42,663	41,673	42,000
Maryland	38,839	37,832	36,080	41,527	34,726	45,351	46,528	53,398	52,014	53,926	58,027	60,044
Massachusetts	98,268	102,918	103,888	102,959	99,854	98,508	100,411	102,400	104,316	104,134	106,624	109,462
Michigan	*175,944	*167,158	*152,635	*123,273	*121,639	*123,405	*127,283	*139,520	*146,117	*113,631	*90,798	*117,500
Minnesota	99,696	108,070	108,435	101,650	99,130	103,882	105,861	114,448	117,632	115,970	118,227	124,602
Mississippi	32,649	33,651	*30,721	*25,164	32,924	34,115	33,308	43,357	53,072	51,486	57,097	58,875
Missouri	85,443	*91,455	*95,975	*99,265	*103,795	107,709	115,819	*128,425	*134,457	*133,666	*141,609	*152,924
Montana	25,102	25,619	*24,037	*20,521	*27,480	*31,087	*35,842	*39,311	*40,081	*41,138	*44,480	*47,964
Nebraska	42,280	58,642	59,848	52,294	53,947	56,560	59,054	62,133	63,667	66,988	65,632	66,300
Nevada	6,613	6,257	6,950	6,527	5,927	6,391	6,875	*7,680	*8,092	*7,525	5,811	6,571
New Hampshire	13,980	19,028	18,671	17,378	19,872	22,382	23,455	*22,023	23,768	*23,597	*24,964	*25,399
New Jersey	133,373	133,154	133,361	128,604	122,228	123,351	124,866	130,642	134,458	132,714	132,819	136,887
New Mexico	2,374	†13,700	15,884	15,020	15,290	16,112	18,245	22,731	31,117	26,915	28,488	30,090
New York	341,191	340,749	330,813	313,765	298,508	298,379	306,919	326,404	333,543	327,474	350,693	317,807
North Carolina	52,951	56,108	54,575	50,262	49,660	54,766	57,931	65,000	73,383	74,211	81,068	86,200
North Dakota	28,954	27,636	26,588	23,590	*25,342	26,315	28,780	29,650	32,084	33,061	34,544	37,019
Ohio	206,432	204,270	*191,929	167,492	*158,189	*159,845	*170,954	*172,273	*180,484	*177,314	*184,223	*186,000
Oklahoma	60,390	59,384	54,585	44,884	65,957	73,928	82,855	90,638	98,675	92,943	98,172	103,391
Oregon	21,876	22,437	22,950	34,477	32,208	41,411	42,584	49,746	60,660	59,829	62,749	67,756
Pennsylvania	217,406	218,687	219,812	216,334	219,497	215,016	229,026	249,637	257,330	255,654	269,062	263,112
Rhode Island	19,999	19,631	19,565	18,416	17,965	18,332	18,428	19,458	19,768	20,010	19,699	20,743
South Carolina	25,591	26,261	23,439	19,722	17,795	20,877	29,761	33,525	39,835	41,379	44,142	39,070
South Dakota	*22,780	24,977	33,516	19,542	22,764	23,832	26,931	28,172	28,768	28,494	30,282	32,295
Tennessee	*32,734	37,823	33,976	31,434	33,848	37,755	42,031	49,368	55,736	61,724	67,053	65,000
Texas	182,957	206,757	210,991	191,462	188,676	226,276	257,055	285,839	294,639	316,757	335,467	350,208
Utah	17,000	17,869	17,577	16,096	16,348	17,103	17,587	22,000	21,094	22,432	25,209	23,584
Vermont	8,559	8,226	8,453	8,309	7,924	8,612	9,031	8,682	9,029	9,042	9,576	9,628
Virginia	58,680	57,307	56,633	62,344	57,266	57,268	60,376	57,689	67,547	66,410	68,723	74,720
Washington	62,348	63,188	60,082	63,826	62,548	64,321	68,657	79,500	84,577	83,204	85,494	88,000
West Virginia	40,173	40,373	39,359	32,916	33,415	27,253	29,305	36,908	44,558	43,785	49,289	51,414
Wisconsin	104,055	105,110	113,773	108,047	104,347	120,180	130,144	150,779	145,822	135,413	141,590	150,000
Wyoming	8,800	9,922	10,713	9,879	10,643	13,102	14,593	15,592	17,368	17,589	18,090	19,062
TOTALS	3,379,854	3,486,019	3,466,571	3,229,315	3,227,357	3,409,335	3,655,705	3,981,755	4,107,244	4,184,109	4,363,329	4,497,585

* Includes buses.
† Large increase due to reclassification of trucks previously carried as passenger cars.
‡ Includes light commercial vehicles registered as passenger cars.

TOTAL U. S. TRUCK REGISTRATIONS BY YEARS (1904-1940)

		% Gain			% Gain			% Gain			% Gain			% Gain
1904	410	...	1912	41,400	107	1920	1,006,082	27	1927	2,914,019	5	1934	3,409,335	5.5
1905	800	46	1913	63,800	54	1921	1,117,100	11	1928	3,113,999	7	1935	3,655,705	7.1
1906	1,100	83	1914	85,600	34	1922	1,375,725	23	1929	3,379,854	8	1936	3,981,755	9.1
1907	1,700	55	1915	136,000	59	1923	1,612,589	17	1930	3,486,019	3	1937	4,107,244	3.1
1908	3,100	82	1916	215,000	58	1924	2,134,724	32	1931	3,466,571	−.6	1938	4,184,109	2.0
1909	6,050	95	1917	326,000	52	1925	2,440,854	14	1932	3,229,315	−7	1939	4,363,329	4.3
1910	10,000	65	1918	525,000	61	1926	2,764,222	13	1933	3,227,357	−0.6	1940	4,497,585	3.0
1911	20,000	100	1919	794,372	51									

TRUCK SPEED CHART



THE accompanying chart will determine the vehicle speed for any given engine speed when the tire loaded radius and rear axle reduction are known.

To Determine Loaded Tire Radius

The loaded tire radius can be obtained from tire manufacturers' literature or it can be measured. It is the distance from the center of the wheel hub to the ground.

To Determine Truck Speed

1. Locate the point on the scale across the bottom of the chart which corresponds to the loaded radius of the tire size used.

2. From this point proceed vertically upward to intersection with inclined line representing rear axle reduction ratio.

3. From this point proceed horizontally right or left to the intersection with line representing engine speed.

4. From this point proceed vertically upward to scale across top of chart where the m.p.h. speed of the vehicle is shown.

To Determine Engine Speed

5. Locate the point on the scale across bottom of the chart which corresponds to the loaded radius of the tire size used.

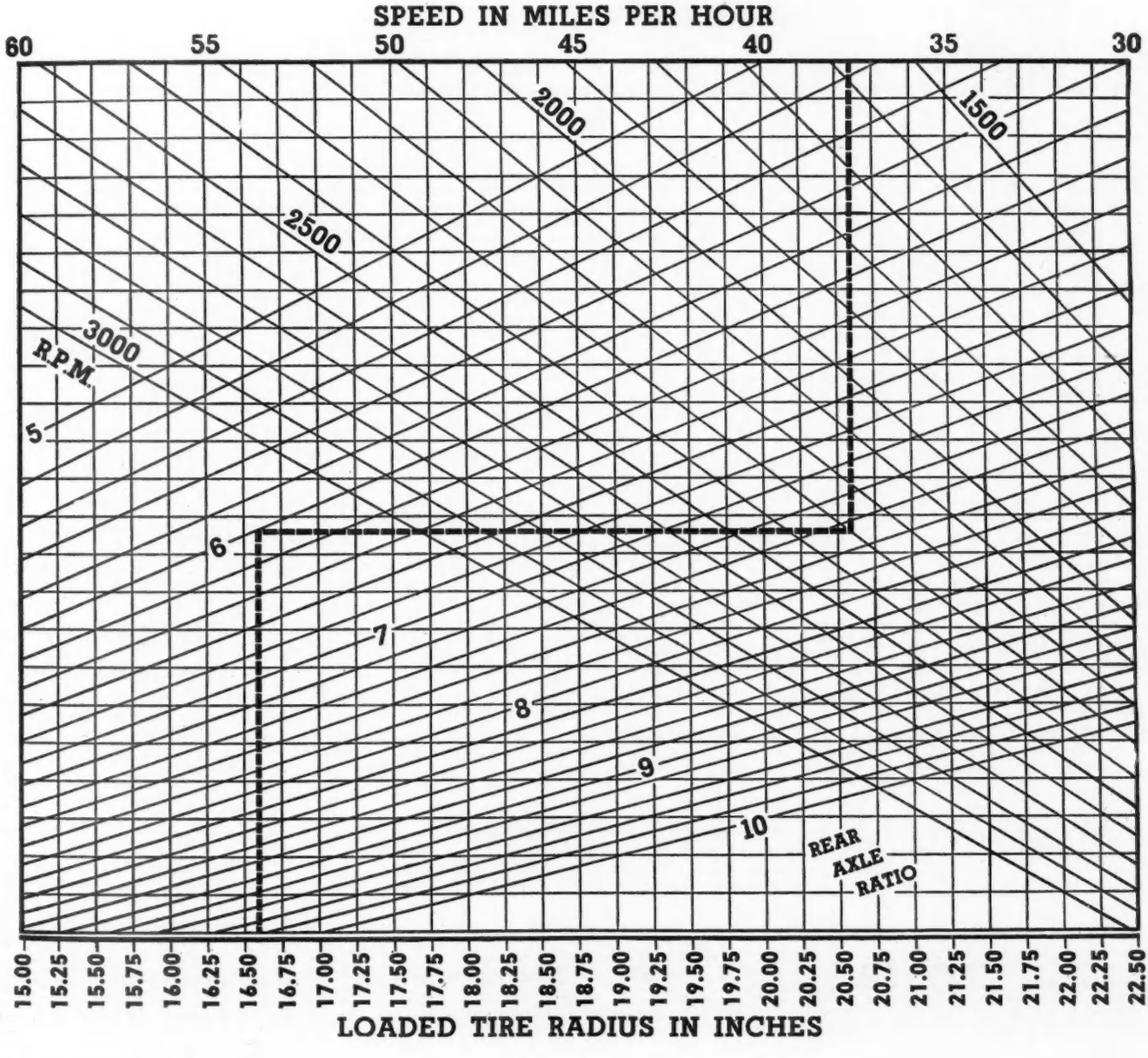
6. From this point proceed vertically upward to intersection with inclined line representing rear axle reduction ratio.

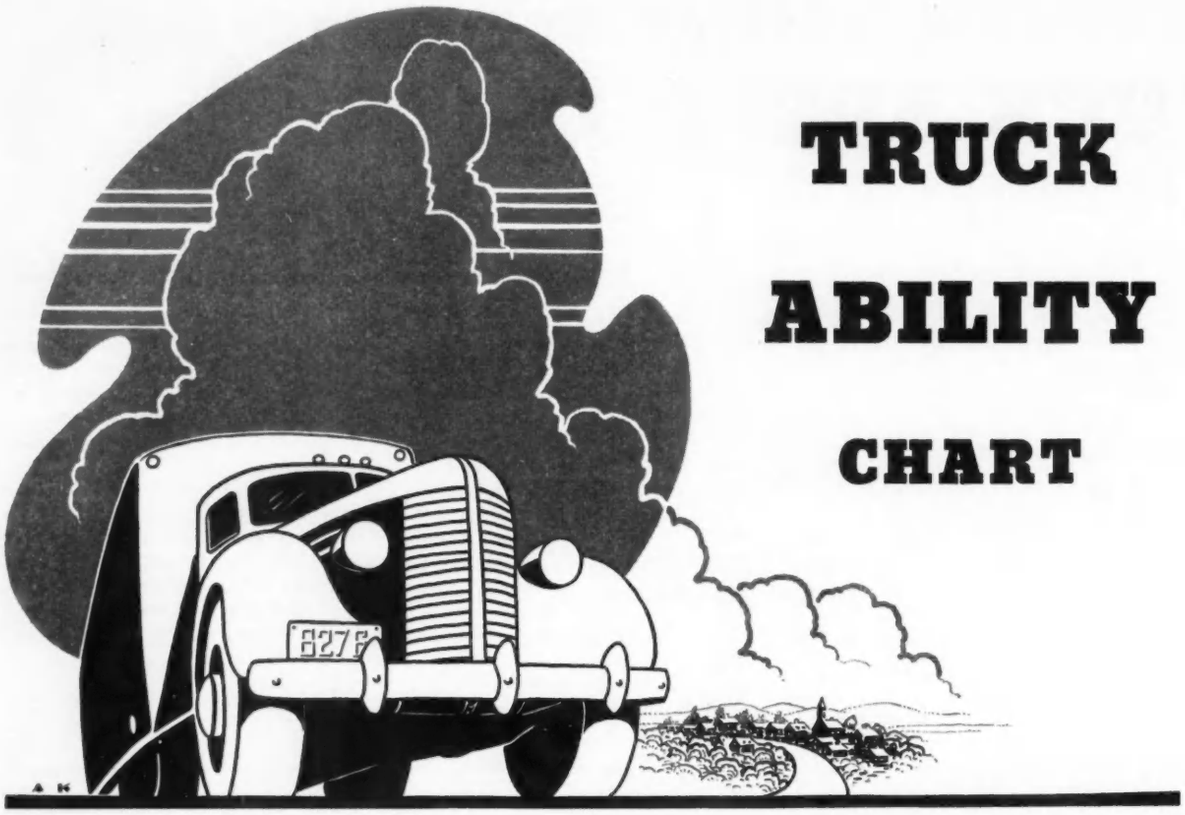
7. Through this point draw horizontal line.

8. Locate given truck speed on scale across top of chart.

9. Proceed vertically downward to intersection with drawn horizontal line which will indicate required engine speed.

The dotted line on the chart simply represents an example of how the chart can be used.





TRUCK ABILITY CHART

THE accompanying chart makes it easy to determine the maximum grades which a truck of known engine torque, rear axle ratio, wheel diameter (including tire) and gross weight will climb in either high or low gear. It can also be used to determine the maximum net engine torque necessary to climb a hill of any given grade if the rear axle ratio, transmission low gear ratio, gross weight and wheel size are known. Used in conjunction with the Speed chart and engine torque curve, the speed of a given truck up a given grade can be determined. The chart is easy to use and does not require a knowledge of mathematics or engineering.

To Find Grade Ability

1. Locate on horizontal scale across bottom of chart, the point corresponding to maximum net engine torque.

2. From this point proceed vertically upward to intersection with inclined line representing the rear axle ratio.

3. From this point proceed horizontally right or left to intersection with inclined line representing wheel diameter.

4. From this point proceed vertically upward to intersection with inclined line representing gross vehicle weight.

5. From this point proceed horizontally to scale on left side of chart where maximum grade ability in high gear may be read.

To Find Grade Ability in Low

6. From point of intersection described in Instruction 4 proceed horizontally left or right to intersection with inclined line representing low gear ratio.

7. From this point proceed vertically upward to scale across top of chart where low gear grade ability may be read.

Example

The dotted lines in the chart correspond to an example. The engine torque is 288 lb. ft., the axle ratio is 6.5-1, the wheels are 34 in. in diameter and the gross weight is 19,000 lb. To work the example:

8. Locate 288 lb. ft. on the torque scale across the bottom of the chart.

9. From this point proceed vertically upward to the point of intersection with the line representing 6.5 rear axle ratio.

10. From this point proceed horizontally right to the intersection with the line representing 34 in. wheels.

11. From this point proceed vertically upward to the intersection with the line representing 19,000 lb.

12. From this point proceed horizontally left to the scale which gives the answer of 4.75 per cent grade.

13. If the low gear reduction is 6.5 stop at intersection with line representing 6.5 in proceeding left in Instruction 12.

14. From this point proceed vertically upward to the low gear scale which gives the answer of 39 per cent grade.

Both of these answers are correct. Any grade ability problem can be worked out on this chart if the factors outlined are known and they fall within the range of the chart.

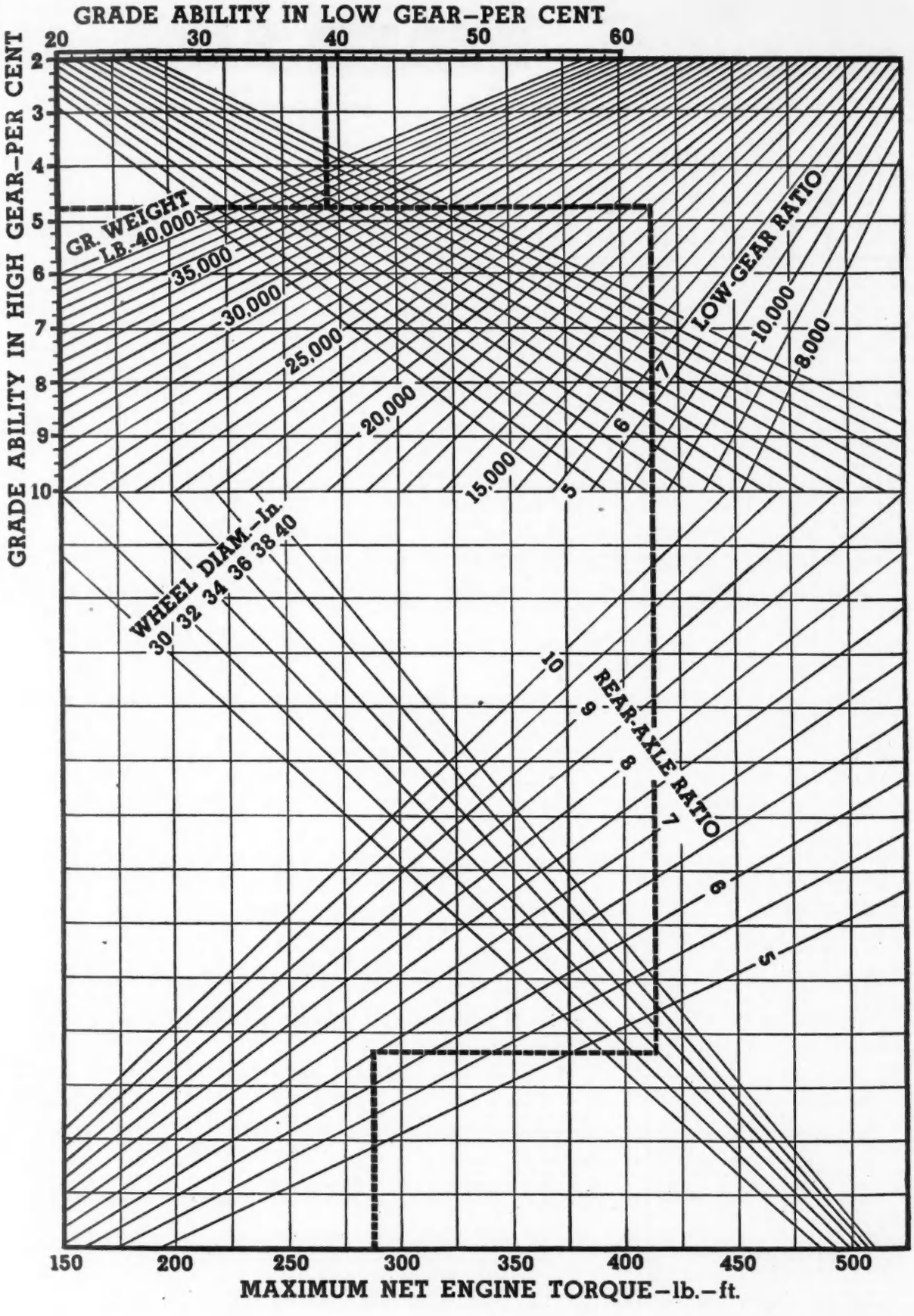
To Find Required Torque

If the required hill climbing ability is known and it is desired to determine the maximum net engine torque required to give this hill climbing ability simply work the chart backward.

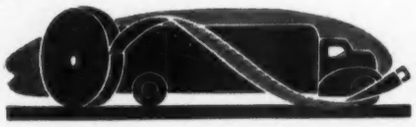
To Find Other Factors

To find Gear Ratio required for a given grade, or Wheel Diameter Permissible to Climb a Given Grade, or Cross Vehicle Weight Limit for a Given Grade when other factors are known, locate the maximum net engine torque and operate the chart in the usual manner to the line representing the unknown quantity. Then locate the known grade ability and work in reverse of the usual operation until that line intersects with the one resulting from forward operation. The intersection of the lines in the vicinity of the slanting line representing the unknown factor will determine the value of this factor.

TO FIGURE: 1. Grade Climbing Ability of a Truck with a Given Load
2. Engine Torque Required to Climb a Given Grade . . .



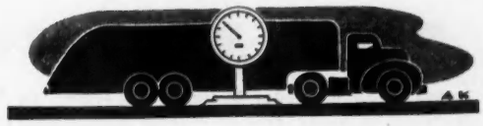
3. Gear Ratio Required for a Given Grade . . . 4. Wheel Diameter Permissible to Climb a Given Grade . . . . 5. Gross Vehicle Weight Limit for a Given Grade



STATE SIZE AND

STATE	SIZE RESTRICTIONS (K)							GROSS WEIGHT (LEGAL LIMITS)		PRACTICAL GROSS WEIGHT LIMITS (K) (See NOTE) (In thousands of pounds) (Where No Distinction is Made Between Pneumatic and Solid Tire Limits, Below Limits Apply to Both)											
	Width (In Inches)	Height (In Feet)	LENGTH: Single Unit	LENGTH: Tractor Semi-Trailer	LENGTH: Other Combinations	Number of Trailers (Semi-Trailer = ½)	Minimum Tandem Axle Spacing	Per Inch of Tire Width	Per Axle (1000 lb.)	4-Wheel Single Unit	6-Wheel Single Unit	4-Wh. Tractor 2-Wh. Semi-T.	4-Wh. Tractor 4-Wh. Semi-T.	8-Wh. Tractor 4-Wh. Semi-T.	4-Wh. Truck 4-Wh. Trailer	4-Wh. Truck 6-Wh. Trailer	6-Wh. Truck 4-Wh. Trailer	6-Wh. Truck 6-Wh. Trailer	4-Wh. Tractor 2-Wh. Semi-T. 4-Wh. Trailer	4-Wh. Tractor 4-Wh. Semi-T. 4-Wh. Trailer	6-Wh. Tractor 4-Wh. Semi-T. 6-Wh. Trailer
Ala. TV	96	12½	30	40	NP	½	NS	600	16	30	30	30	30	30	NP	NP	NP	NP	NP	NP	NP
Ariz.	96	14½	33	85	85	1½	NS	700-P 500-S	18	22	34	40	44	56	44	56	56	68	62	66	90
Ark. VXZ	96	12½	35	45	45	1 or ½	40	Table	Table	46.9-IW	46.9-IW	53.9-IW	53.9-IW	53.9-IW	53.9-IW	53.9IW	53.9-IW	53.9-IW	NP	NP	NP
Cal. XZ	96	13½	35	60	60	NR	40	NS-P 600-S	17	26	34	43	52	60	52	60	60	68	68	68	68
Colo. X	96 102 b	12½	35	40	50	1½	40	NS-P 500-S	18-I 16-J	24	34	50.4	50.4	50.4	48	58	58	63	63	63	63
Conn. TZ	96 c 102	12½	40	40	NP	½	NS	NS-P 600-S	NS	32-P 26-S	40-P 26-S	40-P 26-S	40-P 26-S	40-P 26-S	NP	NP	NP	NP	NP	NP	NP
Del. TZ	96	12½	33	60	60	1½	NS	700	18-P 16-S r	26-P 22-S	36-PR 22-S	40-P 38-S	40-P 38-S	40-P 38-S	48-P 44-S	48-P 44-S	58-P 44-S	58-P 44-S	62-P 60-S	62-P 60-S	62-P 60-S
D. C. VZ	96 a	12½	33	33	50	NR	40	880	24.6 15.4 s	30.8-P	39.6-P	39.6-P	39.6-P	39.6-P	61.6-P	70.4-P	70.4-P	79.2-P	70.4-P	70.4-P	79.2-P
Fla. Z	84	12	35	45	45	1 or ½	NS	550	NR	16-PQ 8-S	16-PQ 8-S	19-PQ 9.5-S	32-PQ 11-S	32-PQ 11-S	32-PQ 11-S	32-PQ 11-S	32-PQ 11-S	32-PQ 11-S	NP	NP	NP
Ga.	96	12½	30 e 35 f	85 e 45 f	85 e 45 f	1½	NS	800	17.6	22 12.5-PL	39.6 12.5-PL	39.6 12.5-PL	44 12.5-PL	61.6 12.5-PL	44 25-PL	61.6 25-PL	61.6 25-PL	79.2 25-PL	61.6 25-PL	66 25-PL	101.2 25-PL
Idaho V¹	96	14	35	45	65	1½	NS	800 o	18	28	42	42	56	60	56	68	68	68	68	68	68
Illinois TV¹z	96	NS	35	35	40	1½	40	800	16	24 E	40	40	40	40	56	56	72	72	72	72	72
Indiana X	96	12	36	40	40	1½	40	800	18	36	53.2	56	56	56	56	56	56	56	56	56	56
Iowa TX	96	12	33	45	NP	½	40	NS	16-P 14-S	32-PW 28-S	35.2	40.6	40.6	40.6	NP	NP	NP	NP	NP	NP	NP
Kansas X	96	12½	35	35	45	1 or ½	40	NS	18-I 16-J	24 28 t	34	46.9	46.9	46.9	43	53	53	63	NP	NP	NP
Ky. T	96	11½	26½	30	NP	½	NS	600	NR	18	18	18	18	18	NP	NP	NP	NP	NP	NP	NP
La.	96	12½	33	45	45	1 or ½	40	600	18-I 16-J	12 PL	20 PL	20 PL	20 PL	20 PL	20 PL	20 PL	32 PL	32 PL	NP	NP	NP
Maine	96	12½	40 h	40 h	40 h	1 or ½	NS	600	22-G	30	40	40	40	40	40	40	40	40	NP	NP	NP
Md. Z	96	NR	NR	NR	NR	1 n	NS	700	18	26-P 42-S	36-P 42-S	42	42	42	52	62	62	72	68	68	78
Mass.	96 102 b	NR	33 j 28	40	NS	T 1 or ½	NS	800	NR	30-P 28-S	40	40	40	40	31-P 29-S	31-P 29-S	41	41	NP	NP	NP
Mich. p	96 102 b	12½	35	50	50	1½	NS	700	18-P 16-S	36-PW 32-S	44-PW 39.2-S	54-PW 48-S	62-PW 55.2-S	70-PW 62.4-S	72-PW 64-S	80-PW 71.2-S	80-PW 71.1-S	88-PW 78.4-S	90-PW 80-S	98-PW 87.2-S	114-PW 101.6-S
Minn. TZ	96	12½	40	40	40	1 or ½	NS	NR	18-P u 10.8-S	36-PW 21.6-S	42-PW 25.2-S	54-PW 32.4-S	60-PW 36-S	66-PW 39.6-S	42-PW 25.2-S	42-PW 25.2-S	48-PW 28.8-S	48-PW 87.2-S	NP	NP	NP
Miss.	96	12½	40	40	55	1 or ½	40	700	18-I 16-J	22	30	30	30	30	30	30	30	30	NP	NP	NP
Mo. Z	96	12½	33	40	40	1 or ½	NS	600	16	24	24	38	38	38	48	48	48	48	NP	NP	NP
Mont. XV¹Z	96 102 b	13½	35	60	60	1 or ½	40	600	18-P 16-S	46.9	46.9	64.4	64.4	64.4	64.4	64.4	64.4	64.4	NP	NP	NP
Neb. T	96	12	35	42	45	1½	NS	NS	16	32-W	32	40	40	40	48	48	48	48	48	48	48
Nev. Z	NR	NR	NR	NR	NR	NR	42	600	NR	25	38	38	38	38	50	63	63	76	63	63	76
N. H.	96	NR	33	45	45	NR	NS	800	18	28	40	40	40	40	40	40	40	40	40	40	40
N.J. Z	96	12½	35 U 28	45 56 U	50 56	1 or ½	NS	Table	Table	30	40 U 30	60	60	60	60	60	60	60	NP	NP	NP
N. M. V¹X	96 100 b	12½	35	45	45	1 or ½	40	700-P 500-S	18-I 16-J	36-IW 32-J	40.2-I 40.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	NP	NP	NP
N. Y. X	96 106 b	13	35	50	50	1 or ½	46	800-P 640-S	22.4-P 17.9-S	36-P 28.8-S	44-P 35.2-S	58.4-P 46.7-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	NP	NP	NP
N. C. Z	96	12½	35	45i	45i	1 or ½	NS	600	18-I 16-J	20 L	40 L	40 L	40 L	40 L	40 L	40 L	40 L	40 L	NP	NP	NP
★ N. D. TZ	96	12½	40	40	40	1 or ½	NS	600	16	40	40	40	40	40	40	40	40	40	NP	NP	NP
Ohio	96	12½	35	40	60	NR	NS	650 o	18-P 16-S	24-P 20-S	24-P 20-S	42-P 36-S	42-P 36-S	42-P 36-S	48-P 40-S	48-P 40-S	48-P 40-S	48-P 40-S	66-P 56-S	66-P 56-S	66-P 56-S

WEIGHT LIMITS



STATE	SIZE RESTRICTIONS (K)							GROSS WEIGHT (LEGAL LIMITS)		(See NOTE) PRACTICAL GROSS WEIGHT LIMITS (K) (In thousands of pounds) (Where No Distinction is Made Between Pneumatic and Solid Tire Limits, Below Limits Apply to Both)												
	Width (In Inches)	Height (In Feet)	LENGTH: Single Unit	LENGTH: Tractor Semi-Trailer	LENGTH: Other Combinations	Number of Trailers (Semi-Trailer = 1½)	Minimum Tandem Axle Spacing	Per Inch of Tire Width	Per Axle (1000 lb.)	4-Wheel Single Unit	6-Wheel Single Unit	4-Wh. Tractor 2-Wh. Semi-T.	4-Wh. Tractor 4-Wh. Semi-T.	6-Wh. Tractor 4-Wh. Semi-T.	4-Wh. Truck 4-Wh. Trailer	4-Wh. Truck 6-Wh. Trailer	6-Wh. Truck 4-Wh. Trailer	6-Wh. Truck 6-Wh. Trailer	4-Wh. Tractor 2-Wh. Semi-T. 4-Wh. Trailer	4-Wh. Tractor 4-Wh. Semi-T. 4-Wh. Trailer	6-Wh. Tractor 4-Wh. Semi-T. 6-Wh. Trailer
Okla.	96	12½	45	45	45	1½	NS	600	NS	24	24	47	47	47	47	47	47	47	47	47	47
VXZ Ore.	96	11	35	35	50	NR	40	600 q	18 w 16 x	34	46.9 w 46.9 x	46.9 w 46.9 x	46.9 w 46.9 x	46.9 w 46.9 x	54	54	54	54	54	54	54
Z Pa.	96	12½	33	45	50	1 or ½	36	600	18 y	28 H	36 H	39	39	39	52	62	62	62	NP	NP	NP
R. I.	102	12½	NR	45	45	1 or ½	NS	600	22.4	32-P 28-S	40	40	40	40	64-P 56-S	72-P 68-S	72-P 68-S	80	NP	NP	NP
X S. C.	96	12½	35	45	45	1 or ½	40	NR	18-I 18-J	25	25	40	40	40	40	40	40	40	NP	NP	NP
S. D.	96	13	30	40	40	1 or ½	NS	NR	NR	20	24	30	30	30	30	30	30	30	NP	NP	NP
Z Tenn.	96	12	27	35	35	1 or ½	NS	NS	16	30	30	30	30	30	30	30	30	30	NP	NP	NP
★ X Tex.	96	12½	35	45	45	1 or ½	NS	600	NR	38	38	38	38	38	38	38	38	38	NP	NP	NP
XZ Utah	96	14½	45	60	60	1 or ½	NS	600 o	18-P 13.5-S	36-P 27-SW	53.9-P 40.4-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	NP	NP	NP
Z Vt.	96	12	50	50	50	1 or ½	40	600	16	28 M 16	40 M 16	40 M 16	40 M 16	40 M 16	40 M 16	40 M 16	40 M 16	40 M 16	NP	NP	NP
VZ Va.	96	12½	33 g	45	45	1 or ½	40	650	16	24	35	35	35	35	35	35	35	35	NP	NP	NP
AXZ Wash.	96	12½	35	60	60	1 or ½	42	500	18	24	34	42	50	60	48	58	58	68	NP	NP	NP
W¹XZ W. Va.	96	12½	35	45	45	NR	40	NS	18-PB 14-SB	36-PWB 28-SB	54-PWB 42-SB	54-PWB 42-SB	72-PWB 56-SB	90-PWB 70-SB	72-PWB 56-SB	90-PWB 70-SB	90-PWB 70-SB	102.4PB 81.9-SB	90-PWB 70-SB	102.4PB 81.9-SB	102.4PB 81.9-SB
VZ Wisc.	96 d	12½	33	45	45	1 or ½	40	600	19-C 12-D	24-Ck 15-D	36-C 22.5-D	43-C 27-D	48-C 30-D	60-C 37.5-D	48-C 30-D	60-C 37.5-D	60-C 37.5-D	72-C 45-D	NP	NP	NP
X Wyo.	96	12½	40	45	45	NR	NS	600	18	36	43.2	46.2	45.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2

★—N.D. and Texas weights revised on basis of new laws.
j—See explanation in Note at right.
a—May exceed, when solids changed to pneumatics.
b—At rear tires, when solids changed to pneumatics.
c—Regulated "for hire" vehicles.
d—104 inches for urban buses.
e—Permissible length of private vehicles.
f—Permissible length of "for hire" vehicles.
g—Buses allowed 35 ft. length.
h—Trailers are limited to 26 feet.
i—Exclusive of bumpers.
j—Single units with over 2 axles.
k—Special limitations, vehicles with 2 driving axles.
n—NR—when operated under 10 miles per hour.
o—Graduated according to tire width.
p—13,000 lbs. on tandem axles 3 ft. 6 in. apart; applies June 1 to February 28; differs with season.
q—500 lbs. when total tires under 30 inches wide.
r—Permissible weight on tandem axles.
s—Permissible on axles spaced under 12 feet.
t—Dual tires over 8 inches wide.
u—12,000 lbs. when axles spaced under 8 feet apart.
w—Permissible weight on paved highways.
x—Permissible weight on unpaved highways.
y—16,500 lbs. on rear, 8,000 lbs. on front axle of 6-wheeled vehicle.
z—The city of Clinton, Ill., limits gross weight of trucks to 12,000 lbs.

Table—There is a table of axle weights based upon tire widths.
NP—Not permitted. P—Pneumatic tires.
NR—No restriction. PL—Pay load.
NS—Not specified. S—Solid tires.

A—On 2-axle truck or semi-trailer; 14,000 lbs. on trucks or 12,000 lbs. on trailers with over 2-axles.
B—In "Industrial Areas"—varies for different "areas."
C—Permissible on "Class A" highways.
D—Permissible on "Class B" highways.
E—Trailers permitted 32,000 lbs.
F—Double above when transporting property to or from receiving or loading point of a common carrier.
G—Axles less than 10 ft. apart limited to 16,000 lbs.
H—Maximum shown—gross depends on chassis weight.
I—Permissible on balloon tires.

NOTE ON "W" AND SHADED SQUARES

Except when shown in squares shaded with parallel lines or when followed by the letter "W," the above gross weight limits are the limits fixed by state law.

When shown in shaded squares the above limits are computations made by the National Highway Users Conference to show what it considers to be practical gross weights where gross weights are arrived at by application of one of the formulae shown below under Footnote "X." In making these computations, wheel base was arrived at by deducting 8 ft. total over-hang front and rear from permissible overall length of unit or combination; tandem axles were considered to be a minimum permissible distance apart; H-20 bridge formula was used in West Virginia. When actual over-hang is less than 8 ft. additional gross weight will be possible.

When followed by the letter "W," the limits shown are maximum possible weights where gross weight is determined by permissible axle weight. These limits are possible only when each axle carries a gross weight equal to the permissible axle limit as shown. Actual gross weight in any case will be reduced by whatever amount any axle fails to reach the maximum axle weight as shown above.

J—Permissible on other than balloon tires.
K—May exceed on designated highways with permit.
L—Buses permitted 22,500 maximum net weight.
M—On state highways.
N—38,000 lbs. with pneumatic tires, 3 axles, 2 hubs and brakes on each hub.
Q—Different limits for "for hire" vehicles.
T—With the following exceptions full trailers are permitted the same gross weight as other single units:—
Ala., Iowa, Conn., Ky.—Full trailers prohibited.
Del.—Trailers limited to 22,000 lbs. gross.
Ill.—All trailers limited to 32,000 lbs. gross.
Mass.—Trailers limited to 1,000 lbs. capacity.
Minn.—Trailers limited to 6,000 lbs. gross.
Nebr.—All trailers limited to 16,000 lbs. gross.
N. Dak.—Trailers, 35,000 lbs.
Weight of trailers is limited by axle limitations and formula, in states determining gross weight by formula.

U—6-wheelers manufactured after January 1, 1936.
V—Solid tires prohibited.
V¹—Solid tires prohibited except on property carrying vehicles operating at 10 miles per hour or less.
V²—Solid tires limited to 20 miles per hour under 10,000 lbs., and to 12 miles per hour over 10,000 lbs.
W—See Note at left.
W¹—Maximum gross when all axles carry maximum load—See "Note."

X—States where gross weight is determined by formula (See formula computations on next page).
Ark.—650-700 (L plus 40) two or more consecutive axles and any unit or combination.
Cal.—1750 (L plus 8) only applies to combinations.
Colo.—700 (L plus 40) semi-trailers.
Ind.—700 (L plus 40) two or more consecutive axles and any unit or combination.
Iowa—450 (L plus 53-½) any unit or combination.
Kans.—700 (L plus 40) only applies to combinations.
Mont.—650 (L plus 40) for axle spacing to 20 ft. and 700 (L plus 40) above 20 ft.
N. M.—600 (L plus 40) two or more consecutive axles and any unit or combination.
N. Y.—750 (L plus 40) three or more consecutive axles and any unit or combination.
Ore.—700 (L plus 40) any unit or combination.
S. C.—700 (L plus 40) any unit or combination.
Texas—700 (L plus 40) any unit or combination.
Utah—700 (L plus 40) any unit or combination.
Wash.—750 (L plus 40) any unit or combination.
W. Va.—1330-1000-670 (L plus 40) applies to highways dependent on type of bridges thereon.
Wyo.—600 (L plus 40) two or more consecutive axles and any unit or combination.

Z—See detailed comment by States on next page.

NATIONAL HIGHWAY USERS CONFERENCE, National Press Bldg., Washington, D. C.
Corrected to March 10, 1941, Copyright 1941

GROSS WEIGHTS COMPUTED BY FORMULAS

Computation of Gross Weights according to formulas, based on distance (in feet) between first and last axles, for States identified in State Size & Weight Limits chart by Footnote "X." It should be remembered that the figures in each column represent only a mathematical extension and are governed by Legal Overall Length Limits for single units and combinations of particular states. Also, that formula computations are superseded in some instances by specific limits given in the chart.

"L" (See Note Below) in Feet	Iowa	New Mexico Wyoming	Arkansas [1] Montana [3]	West Virginia (H-10 Bridges)	Arkansas [2] Indiana, Texas Colorado Kansas Montana [4] Oregon S. Carolina Utah	New York Washington	West Virginia (H-15 Bridges)	West Virginia (H-20 Bridges)	California	"L" (See Note Below) in Feet
	450 (L + 53⅓)	600 (L + 40)	650 (L + 40)	670 (L + 40)	700 (L + 40)	750 (L + 40)	1000 (L + 40)	1330 (L + 40)	1750 (L + 8)	
10	28500	30000	32500	33500	35000	37500	50000	66500	31500	10
11	28950	30600	33150	34170	35700	38250	51000	67830	33250	11
12	29400	31200	33800	34840	36400	39000	52000	69160	35000	12
13	29850	31800	34450	35510	37100	39750	53000	70490	36750	13
14	30300	32400	35100	36180	37800	40500	54000	71820	38500	14
15	30750	33000	35750	36850	38500	41250	55000	73150	40250	15
16	31200	33600	36400	37520	39200	42000	56000	74480	42000	16
17	31650	34200	37050	38190	39900	42750	57000	75810	43750	17
18	32100	34800	37700	38860	40600	43500	58000	77140	45500	18
19	32550	35400	38350	39530	41300	44250	59000	78470	47250	19
20	33000	36000	39000	40200	42000	45000	60000	79800	49000	20
21	33450	36600	39650	40870	42700	45750	61000	81130	50750	21
22	33900	37200	40300	41540	43400	46500	62000	82460	52500	22
23	34350	37800	40950	42210	44100	47250	63000	83790	54250	23
24	34800	38400	41600	42880	44800	48000	64000	85120	56000	24
25	35250	39000	42250	43550	45500	48750	65000	86450	57750	25
26	35700	39600	42900	44220	46200	49500	66000	87780	59500	26
27	36150	40200	43550	44890	46900	50250	67000	89110	61250	27
28	36600	40800	44200	45560	47600	51000	68000	90440	63000	28
29	37050	41400	44850	46230	48300	51750	69000	91770	64750	29
30	37500	42000	45500	46900	49000	52500	70000	93100	66500	30
31	37950	42600	46150	47570	49700	53250	71000	94430	68000	31
32	38400	43200	46800	48240	50400	54000	72000	95760	.....	32
33	38850	43800	47450	48910	51100	54750	73000	97090	.....	33
34	39300	44400	48100	49580	51800	55500	74000	98420	.....	34
35	39750	45000	48750	50250	52500	56250	75000	99750	.....	35
36	40200	45600	49400	50920	53200	57000	76000	101080	.....	36
37	40650	46200	50050	51590	53900	57750	77000	102410	.....	37
38	41100	46800	50700	52260	54600	58500	78000	103740	.....	38
39	41550	47400	51350	52930	55300	59250	79000	105070	.....	39
40	42000	48000	52000	53600	56000	60000	80000	106400	.....	40
41	42450	48600	52650	54270	56700	60750	81000	107730	.....	41
42	42900	49200	53300	54940	57400	61500	82000	109060	.....	42
43	43350	49800	53950	55610	58100	62250	83000	110390	.....	43
44	43800	50400	54600	56280	58800	63000	84000	111720	.....	44
45	44250	51000	55250	56950	59500	63750	85000	113050	.....	45
46	.....	.....	55900	.....	60200	64500	.....	.....	.....	46
47	.....	.....	56550	.....	60900	65250	.....	.....	.....	47
48	.....	.....	57200	.....	61600	66000	.....	.....	.....	48
49	.....	.....	57850	.....	62300	66750	.....	.....	.....	49
50	.....	.....	58500	.....	63000	67500	.....	.....	.....	50
51	.....	.....	59150	.....	63700	68250	.....	.....	.....	51
52	.....	.....	59800	.....	64400	69000	.....	.....	.....	52
53	.....	.....	60450	.....	65100	69750	.....	.....	.....	53
54	.....	.....	61100	.....	65800	70500	.....	.....	.....	54
55	.....	.....	61750	.....	66500	71250	.....	.....	.....	55
56	.....	.....	62400	.....	67200	72000	.....	.....	.....	56
57	.....	.....	63050	.....	67900	72750	.....	.....	.....	57

"L" = Distance between first and last axles of group of axles considered.
[1]—Arkansas vehicles with axles spaced not more than 7 ft. apart.
[2]—Arkansas vehicles with axles spaced over 7 ft. apart.
[3]—Montana vehicles with axles spaced not more than 20 ft. apart.
[4]—Montana vehicles with axles spaced over 20 ft. apart.

RESTRICTIONS PECULIAR TO CERTAIN STATES

ARK. Maximum gross weights subject to maximum capacity based on tire sizes. Tolerance of 7½ per cent is allowed above allowances listed per tire sizes shown in Table (NHUC Size & Weight Book), but maximum axle weight is limited to 16,000 lbs. Vehicle weight allowances shown in State Size & Weight Limits chart are calculated on the basis of 8,000 lbs. on the front axle and 16,000 lbs. on all others. Single unit buses allowed axle weight of 17,600 lbs. if equipped with dual mounted low pressure tires not less in size than 10.50 x 22 in.

CALIF. 18,000 lbs. per axle permitted on vehicles, registered prior to 1930 (11,000 per wheel), until Dec. 31, 1942.

CONN. Not more than 80 per cent of vehicle gross on any one axle.

DELA. 2,000 lbs. additional allowed on three-axled trucks with pneumatic tires and two hubs and brakes on each hub.

D. C. Solid tires, when permitted, allowed 10 per cent less than pneumatics.

FLA. Private vehicles allowed 18,000 lbs. with power brakes and six tires.
For hire vehicles: (Solid tires forbidden.)
Trucks allowed 24,000 lbs. with power brakes and 12,000 lbs. unladen.
Tractor-semi-trailer allowed 34,000 lbs. if both vehicles have power brakes.
Four-wheeled trailer allowed 20,000 lbs. with power brakes and over-sized tires.
No unit may carry a payload over 12,000 lbs.

MD. 20,000 lbs. axle weight allowed on four-wheeled vehicles drawing semi-trailer equipped with pneumatic tires; and 42,000 lbs. allowed on three-axled vehicle with pneumatic tires and two hubs, each with power brakes, on each rear axle.

MINN. When axles spaced under 8 ft. apart restricted to 12,000 lbs. on pneumatics and 7,200 lbs. on solid tires.

MO. Sizes and weights allowed in cities of 75,000 population or over, are not shown in chart.

MONT. The allowances shown in State Size & Weight Limit chart are calculated on the assumption that all axles are spaced 40 in. apart or over.

N. D. Only one semi-trailer permitted when used commercially.

ORE. The greatest allowances shown in State Size & Weight Limit chart are permitted on paved state highways, medium allowances are the maxima permitted on paved highways which are not on the state highways, and the lowest allowances are the maxima permitted on unpaved highways. Special permit will allow maximum height of 12 ft. 6 in.

PA. Six-wheelers must have minimum axle spacing of 36 in. between the two rear axles. Buses operating within municipalities exempted from 18,000 lbs. axle and 26,000 lbs. gross limits.

UTAH Gross weight also limited to three times unladen weight.

VT. No restriction on axle weights unless vehicle gross exceeds 20,000 lbs. when they are limited to 16,000 lbs. The greatest allowances shown in State Size & Weight Limit chart are permitted on state highways, medium allowances are the maxima permitted on state-aid highways, and the lowest allowances are the maxima permitted on other highways.

VA. Two-axled vehicles with six-wheels permitted 32,000 lbs. gross.

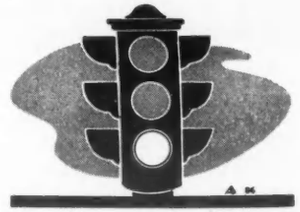
WASH. 18,000 lbs. allowed per axle on two-axled truck or tractor, and on one-axled semi-trailer.
14,000 lbs. allowed per axle on three-axled truck or tractor, and on two-axled semi-trailer.
12,000 lbs. allowed per axle on full trailers.
Minimum axle spacings for vehicles and combinations over 12,000 lbs. gross are specified.

W. VA. No unit may carry a load more than 100 per cent greater than its registered capacity if registered for not over two tons; or more than 50 per cent gretaer if registered for over two but not over four tons; or more than 25 per cent greater if registered for over four tons.

WISC. Four-wheeled vehicles with two driving axles spaced 8 ft. or more apart permitted gross weight of 28,000 lbs.; if gross weight exceeds 24,000 lbs., the axle weight must not exceed 16,000 lbs. if equipped with high pressure pneumatic tires or 18,000 lbs. if equipped with balloon or low pressure tires.

SAFETY EQUIPMENT

STATE REGULATIONS ICC



KEY TO SYMBOLS—(State Commission Rulings Are Given in Italics)

GENERAL

A—Amber
B—Blue
B & Bu—Buses
C—Carriers
CC—Common Carriers regular route
CMV—Commercial Motor Vehicles
Cert & Perm—Certificated and Permit Carriers
Comb—Combinations
Cor—Corner
E—Each
Enc—Enclosed
F—Front
FHC—For-Hire Carriers
FHT—For-Hire Trailers
F/R—Front and Rear
G—Green
IC—Inside Corner
L—Left
LC—Lower Corner
LP—Lower Part
MC—Motor Carriers
MTV—Motor Truck Vehicles
MV—Motor Vehicles
NMV—New Motor Vehicles
NO—Not Over
NS—Not Specified
P—Purple
Permit CC—Permit Car Carriers
PC—Passenger Carriers
PO—Points
Pro—Upon Proclamation
PS—Public Service
PT—Property Transporters
R—Red
SemiT—Semi-Trailer
SB—School Bus
T—Truck
TB—Top and Bottom
TC—Top Corners
TL—Tail Light
Tr—Tractor
Trl—Trailer
TTr—Truck-tractor
UC—Upper Corners
UP—Upper Portion
W—White
X—Other Than
Y—Yellow
Y—Yes
/—Or

BRAKES

C—"Adequate to control the movement of and to stop and to hold such vehicle, including two separate means of applying the brakes."
D—"Adequate"; "sufficient to control"; "good and sufficient"; "efficient"; "serviceable."
L—Brakes operated by driver.
(1)—So constructed if unit becomes disconnected brakes lock automatically.
(3)—Required on every wheel.
(5)—Air power or vacuum booster brakes (or electric in Fla. and Mich. and Wis.).
*—Where no designation of the specific class (i.e., trailer or semitrailer) is made, both classes must be understood.

DIRECTIONAL SIGNALS & STOPLIGHT

DD—When so loaded or constructed as to make hand signal invisible.

STATE	Brakes: Special Provisions For Trailers and Semi-Trailers: Applicable To *	Brakes: Special Provisions For Trailers and Semi-Trailers: Type Required	Flares and Fusees: Must Be Used By	Flares and Fusees: Number	Directional Signals: Required	Directional Signals: Must Be Approved	Insurance: Compulsory Insurance	Insurance: Financial Responsibility	Stoplights: Required	Stoplights: Must Be Approved
I. C. C.	*Over 3000 lb. gross*	*(1)*	*B, T, TTr*	*3*	*No*	*No*			*Yes*	*No*
Ala.			B, T, CMV	2	Yes DD	Yes	No	No	Yes DD	Yes
Ariz.	*Trailers*	*(5)L*	*MC*	*3*	Yes DD	Yes	No	Yes	Yes DD	Yes
Ark.			T	3	Yes DD	Yes	No	No	Yes DD	Yes
Calif.	Over 6000 lbs.	LC	T over 2 Ton, TTr	2	Yes DD	Yes	No	Yes	Yes DD	Yes
Colo.	Over 3000 lb. gross	(1)L	T, B	3	Yes DD	Yes	No	Yes	Yes	Yes
Conn.	Over 4000 lb.	L	PSMV, CMV ov. 1t Comb	NS	Yes DD	Yes	No	Yes	Yes DD	Yes
Del.	Over 4000 lb. gr. or 10 m.p.h.	L	T over 80 in. wide	3	Yes DD	Yes	No	Yes	Yes DD	Yes
D. C.					No	No	No	Yes		
Fla.					No	No	No	No		
Ga.	2 axled Trl	(5)L			No	No	No	No		
Idaho	Over 1500 lb. net	*C*	*B, T, TTr*	*3*	Yes DD	Yes	No	Yes	Yes DD	Yes
Ill.	Over 3000 lb. gross	(1)L	CMV, B	3	Yes DD	Yes	No	Yes	Yes DD	Yes
Ind.	Over 3000 lb. gross	(1)L	T, B, TTr	3	Yes DD	Yes	No	Yes	B-Yes DD	Yes
Iowa	Over 3000 lb. gross	(1)L	T	3	No	No	No	No	Yes	Yes
Kans.			*MC/T*	3	No	No	No	Yes		
Ky.	Semi-Trailers	L	T	3	No	No	No	Yes	Yes-T, B	No
La.	Over 1500 lb. net	(3)L	T, B, Comb	3	Yes DD	Yes	No	No	Yes DD	Yes
Maine	*Trailers, 2 Tons or more*		*MC*	*3*	No	No	No	Yes	B Yes	No
Md.			CMV over 2T, B	2	No	No	No	Yes	B Yes	No
Mass.			CMV over 5000 lbs.	3	Yes DD	Yes	Yes	Yes	B Yes	No
Mich.	Over 3000 lb. gross	(5)L	*MC*	*3*	Yes DD	Yes	No	Yes	Yes DD	No
Minn.	Over 1500 lb. gross	L	T, B, Tr	3	Yes DD	Yes	No	Yes	Yes DD	Yes
Miss.	Trailers over 1 Ton	(1)L	T, B	NS	Yes DD	Yes	No	No	Yes DD	Yes
Mo.					Yes DD	Yes	No	No	Yes	Yes
Mont.					No	No	No	No		
Nebr.			T, B, Comb	3	Yes DD	Yes	No	Yes	Yes DD	Yes
Nev					No	No	No	No		
N. H.	Over 3000 lb. gross	D	T, Tr, B	2	No	No	No	Yes		
N. J	Over 3000 lb. gross	(1)L	B, CMV over 2½ Ton	3	Yes DD	Yes	No	Yes	B-Yes DD	Yes
N. M.	Over 1500 lb net load (cap.)	(3)L	T over ton	3	Yes DD	Yes	No	No	Yes DD	Yes
N. Y.	Over 1000 lb. net	(5)	T over 2t, B, Comb	2	Yes DD	Yes	No	Yes	*B Yes*	No
N. C.	2 tons or over	L	T, Trl, SemiT	NS	Yes DD	Yes	No	Yes	*MC* Yes DD	Yes
N. D.					Yes DD	Yes	No	Yes	Yes DD	Yes
Ohio			*T, B*	*3*	No	No	No	Yes		
Okla.					No	No	No	No		
Ore.			B, T	3	Yes DD	Yes	No	Yes	Yes DD	Yes
Penna.	Over 1000 lb. net	(1)L	B, CMV, Comb, over 5½ t	3	Yes DD	Yes	No	Yes	Yes DD	Yes
R. I.	Trailers, gross over 14 tons		PSMV, CMV ov. 1t., comb	NS	Yes DD	Yes	No	Yes		
S. C.	*SemiT over 1½ ton, Trl,* Over 3000 lbs. gross	(1)L	T, Trl, SemiT, *MC*	3	Yes DD	Yes	No	No	Yes DD	Yes
S. D.			T, Tr Comb	3	Yes DD	Yes	No	Yes	Yes DD	Yes
Tenn.	SemiTrailers, ton or ov. gr. Over 3000 lb. gross	(3)L	B, T, TTr	3	No	No	No	No	Yes	
Texas			CMV, Comb, B	3	No	No	No	No		
Utah					Yes DD	Yes	No	No	Yes DD	Yes
Vt.			B, T, Comb	3	No	No	No	Yes		
Va.	Over 2 tons	L	B, T	3	Yes DD	Yes	No	Yes	Yes DD	Yes
Wash.	Over ton gross	L	T, CMV, Comb	3	Yes DD	Yes	No	Yes	Yes	Yes
W. Va.	Over 3000 lbs. gross	(1)L			No	No	No	Yes		
Wisc.	Over 8000 lb. gr., 4 wheels	(5)L	T, Comb	1or2	No	No	No	Yes		
Wyo.	Over 3000 lbs. gross	(1)L	T, Comb, B	3	Yes	Yes	No	No	Yes DD	Yes

SAFETY EQUIPMENT REGULATIONS CONTINUED ON NEXT PAGE

SAFETY EQUIPMENT REGULATIONS (CONTINUED)

KEY TO SYMBOLS—(State Commission Rulings Are Given in Italics)

GENERAL

For explanation of Alphabetical abbreviations, see page 27.

CLEARANCE LIGHTS

(1)—Except road roller, road machinery or farm tractor.

(2)—Except passenger common carrier.

(3)—Except buses operated wholly in municipalities with illuminated interiors.

(4)—Except small two-wheeled trailers of 1,000 pounds or less capacity towed closely behind motor vehicle (and semi-trailers towed alone in New Hampshire and West Virginia), whose length including towing vehicle is not over 30 ft.

(5)—Or which extends 40" or more to the left of the center of the chassis.

(6)—Over 7 ft. in height or extending 4 inches beyond the front fender extremes.

(7)—Over 8 ft. high.

(8)—3 tons or over.

(9)—Trucks over 2 tons.

(10)—Trains under Special Permit.

*—Reflectors may be substituted.

†—Identification lamps, spaced evenly 6"; 12" apart.

‡—Green to right, red to left.

§—Set by Commissioner.

REFLECTORS

*—May use in lieu of clearance lights.

†—May use in lieu of rear lights.

‡—Grouped as identification lights

(1)—Except road-roller, road machinery, or farm tractor.

(2)—Or whose load or any part extends 40 in. or more to the left of the center of the chassis.

(3)—Except private passenger motor vehicles.

REFLECTORS

STATE	REQUIRED ON	In Excess of: Width (In.)	In Excess of: Length (Ft.)	No. Required: Front	No. Required: Rear	No. Required: Side	Color: Front	Color: Rear	Color: Side	Location: Side	Location: Spacing on Side	Location: Position from Ground (In.)	Visibility (Ft.): Front	Visibility (Ft.): Rear	Visibility (Ft.): Side	Need Approval
I.C.C.	*T, B, Trl, SemiT*	..	..	..	*2*	..	..	*R*	..	*1-E*	..	*24–60*	..	*500*	..	*No*
	T, B, Trl	*80*	..	..	..	*4*	*A*	*R*	..	*E*	*F, R*	*24–60*	..	*500*	..	*No*
	Semi over 3000 lbs.	..	..													
Ala.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ariz.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ark.	New Veh, CMV	..	..	..	1	..	..	R	..	..	..	24–42	..	500	..	Y
	Vehicles, Comb.	..	20	..	..	4*	G	R	..	E	F/R	..	..	..	500	Y
Calif.	T-Trl, T, T-SemiT 25,000 gross or more	..	..	..	2	..	..	R	..	1-E	..	24–42	..	500	..	Y
	New Veh, T 3000 up unladen	..	..	..	1	..	..	R	..	..	..	16–60	..	50–500	..	Y
Colo.	New MV, Trl, SemiT; All CMV	..	..	..	1	..	..	R	..	..	..	24–42	..	500	..	Y
Conn.	CMV	..	..	2*	2*	..	W/A	WR/A	..	2-E	..	*24–56*	..	..	..	Y
	MV	72	..													Y
Del.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
D. C.	*CMV, Trl, SemiT*	..	..	..	*1*	..	..	*R*	..	..	..	..	..	*500*	..	..
Fla.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ga.	All Vehicles	..	..	NS	NS	..	..	..	..	..	..	..	..	..	..	Y
Idaho	B, T, Trl, SemiT over 3000 lbs. gross	..	..	..	2	2	..	R	..	1-E	R	24–60	..	50–500	..	..
	B, T	..	30													
	Trl, SemiT over 3000 lbs. gross	..	..	..	..	2	A	..	..	1-E	F	24–60	..	..	50–500	..
	Trl, 3000 lbs. or less	..	..	..	2	..	..	R	..	E	..	24–60	..	50–500	..	..
Ill.	PT, Bus	80	& 25	1	1	..	Y	R	..	L	..	LC	..	..	..	Y
	PT, Bus	..	20	..	..	4	..	..	A	E	½ PO	NO 60	..	..	..	Y
	Trl, SemiT	..	..	..	..	4	..	..	A	E	½ PO	NO 60	..	..	..	Y
Ind.	New Vehicles, except TTr	..	..	..	2	..	..	R	..	..	..	24–60	..	50–300	..	Y
	B, T, Trl, SemiT over 3000 lbs. gross	..	..	..	2	2	..	R	..	1-E	R	24–60	..	50–500	..	..
	B, T	..	30													
	Trl, SemiT over 3000 lbs.	..	..	..	..	2	A	..	..	1-E	F	24–60	..	..	50–500	..
	Trl, 3000 lbs. or less	..	..	..	2	..	..	R	..	1-E	..	24–60	..	50–500	..	..
Iowa	CMV, Trl, SemiT, new MV	..	..	..	1	..	..	R	..	..	..	24–42	..	500	..	Y
	T, Trl and Semi over 3000	..	..	..	2	2	W/Y/A	R	..	1-E	R	..	..	..	..	..
	T	80	& 30	..	..	2	W/Y/A	R	..	1-E	F	..	..	..	..	..
	Trl & SemiT over 3000	..	..	..	..	2	W/Y/A	R	..	1-E	F	..	..	..	..	..
Kan.	CMV, Trl, SemiT, new MV	..	..	..	1	..	..	R	..	..	..	24–60	..	500	..	..
	PT, PC	..	20	..	..	4*	A	R	..	2-E	F/R	24–60	..	..	500	..
Ky.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
La.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

CLEARANCE LIGHTS

STATE	REQUIRED ON	In Excess: Width (In.)	In Excess: Length (Ft.)	No. Required: Front	No. Required: Rear	No. Required: Side	Color: Front	Color: Rear	Color: Side	Location: Side	Location: Spacing on Side	Location: Position from Ground (In.)	Visibility (Ft.): Front	Visibility (Ft.): Rear	Visibility (Ft.): Side	Need Approval
I.C.C.	*B, T*	*80*	..	*2*	*2*	..	*A*	*R*	..	*E*	..	*Top*	*500*	*500*	*500*	..
	Tr and Trl, SemiT over 3000 lbs. gross	..	..													
	B, T	*50*	..	..	..	*4*	*A*	*R*	..	*E*	*F/R*	Top	*500*	*500*	*500*	..
	Tr and Trl SemiT over 3000 lbs. gross.	..	..													
Ala.	MV (1)	80	..	1	1	..	W	R	..	L	..	..	500	500	..	..
Ariz.	MV (1)	80	..	1	1	..	W	R	..	L	..	..	500	500	..	..
	MC	..	..	*2*	*2*	..	*W*	*R*	..	..	..	*UP*	..	..	..	..
Ark.	PT, PC (3)	80	..	1	1	..	G	R	..	L	..	..	500	500	..	Y
	PT, PC (3)	80 or 30	..	3†	3†	..	G	R	..	..	..	Top	500	500	..	Y
	PT, PC (3)	..	20	..	..	4*	G	R	..	2-E	F/R	..	..	..	500	Y
Calif.	MV (2)	80	..	2	2	..	A	A	..	2-E	F/R	..	500	500	500	Y
Colo.	PT, PC (3)	72 or 30	..	3	2	..	A/G	R	..	E	..	Top	500	500	..	..
	PT, PC (3)	80 or 30	..	3†	3†	..	A/G	R	..	..	..	Top	500	500	..	..
	PT, PC (3)	..	30	..	..	4	A G	R	..	2-E	F/R	Top	500	500	..	..
Conn.	*CMV, Comb.*	*72*	..	*2**	*2**	..	*W/A*	*W/R/A*	..	*E*	..	*24–150*	..	..	..	*Y*
	Buses	..	..	*2*	..	..	*P*	..	..	*E*	..	*UC*	*500*	..	..	..
Del.	MV (1)	80	..	2	2	..	W	R	..	E	F/R	..	500	500	..	..
	Comb.	..	33	..	..	..	..	..	G	E	10′	..	..	..	..	..
D. C.	*Buses*	..	..	*1*	*2*	..	*B/P*	*R*	..	..	..	*UP*	..	..	..	..
Fla.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ga.	T over 1½ ton cap.	..	..	2	2	..	..	..	..	..	..	..	..	..	..	..
Idaho	B, T	80	..	2	2	..	A	R	..	E	..	Top	500	500	..	..
	T, Tr, Trl or SemiT over 3000 lbs. gross	..	..													
	B, T	..	30	..	..	4	A	R	..	2-E	F/R	Top	..	..	500	..
	TTr, Trl or SemiT over 3000 lbs. gross	..	..													
Ill.	PT, Bus	80	& 25	3†	3†	..	G	R	..	..	..	Top	500	500	..	..
Ind.	B, T	80	..	2	2	..	A	R	..	E	..	Top	500	500	..	Y
	T, Tr, Trl or SemiT over 3000 lbs. gross	..	..													
	B, T	..	30	..	..	4	A	R	..	2-E	F/R	Top	..	..	500	Y
	T, Tr, Trl or SemiT over 3000 lbs. gross	..	..													
Iowa	T, Tr, Trl or SemiT over 3000 lbs.	80	..	2	2	..	W/Y/A	R	..	1-E	..	..	..	..	..	..
	T, Tr, Trl, SemiT 3000 lbs. gross	80	& 30	..	..	4	W/Y/A	R	..	2-E	F/R	..	..	..	..	..
	T, Comb.	80 or 30		3†	3†	..	W/Y/A	R	..	..	..	Top	..	..	..	..
Kans.	PT, PC (3)	80	..	1	1	..	A	R	..	L	..	..	500	500	..	Y
	PT, PC (3)	80 or 30	..	3†	3†	..	A	R	..	..	..	Top	500	500	..	Y
	PT, PC (3)	..	20	..	..	4*	A	R	..	..	F/R	..	..	..	500	Y
Ky.	Trailer	84	..	1	1	1	G	R	..	L	..	..	500	500	..	..
	T, SemiT	..	..	..	..	..	W/G	R	..	L	..	..	500	500	..	..
La.	MV (1)	70	& 15	1	1	..	A	R	..	L	..	..	500	500	..	Y
	T	..	..	3†	..	4	A	..	..	2-E	F/R	Top	500	..	..	Y
	MC	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Me.	MV	84	..	1*	..	..	G/A	..	..	L	..		200	..	..	..
	MV clo'd body 8 ft. high	..	..	2*	1*	..	G/A	R	..	L	..	TB	..	..	..	..
	MV, Trl	..	..	..	1	..	..	R	..	..	..	..	..	200	..	..
Md.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mass.	CMV & Trl 2 Tons or over	..	..	..	1	..	..	R	..	..	..	..	..	..	..	Y
Mich.	B, T, Trl and SemiT over 3000 lbs. gross	..	..	..	2	2	..	R	..	1-E	R	24-60	..	50-500	..	..
	B, T. / Tr, SemiT over 3000 lbs. gross	..	30	..	..	2	A	..	..	1-E	F	24-60	..	..	50-500	..
	Trl, 3000 lbs. or less	..	..	..	2	..	..	R	..	E	..	24-60	..	50-500	..	..
Minn.	MV, Trl, SemiT	..	..	..	1	..	..	R	..	L	..	24-60	..	500	..	Y
Miss.	New MV, Trl, SemiT, All CMV	..	..	..	1	..	..	R	..	..	..	24-42	..	500	..	Y
	PT, PC	..	20	..	..	4*	G	R	..	E	F/R	..	..	..	500	Y
Mo.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mont.	T, Trl, Autos	80	..	2*	2*	..	WY/G	R	..	1-E	..	..	..	..	..	..
Neb.	MV (2)	80	..	1*	1*	..	G	R	..	L	..	..	300	300	..	..
Nev.	B, T, Trl & SemiT over 3000 lbs. gross	..	..	..	2	2	..	R	..	1-E	R	24-60	..	..	..	..
	B, T. / Tr, SemiT over 3000 lbs. gross	..	30	..	..	2	A	..	..	1-E	F	24-60	..	..	..	..
	Trl, 3000 lbs. or less	..	..	..	2	..	..	R	..	E	..	24-60	..	..	..	..
N. H.	CMV, Trl, T, SemiT	..	..	..	1	..	..	..	..	L	..	24-48	..	..	..	Y
	T, SemiT	72	..	1*	..	..	G	..	..	L	..	24-48	200	..	..	Y
N. J.	CMV, Bus	..	..	..	2	..	..	R	..	1-E	..	24-60	..	500	..	Y
	Pass. Cars	..	..	..	1	..	..	R	..	..	..	24-60	..	500	..	Y
N.M.	Vehicles	..	..	..	1	..	..	R	..	..	..	..	..	200	..	..
N. Y.	B or T	70	..	2	2	..	Y	R	..	1-E	..	..	200	200	..	Y
	New MV	..	..	..	1	..	..	R	..	..	..	..	..	200	..	Y
	Trailers	..	..	..	2	..	..	R	..	1-E	..	..	..	200	..	Y
N. C.	Trailers, SemiT	..	..	..	1	..	..	R	..	..	..	..	..	500	..	Y
N. D.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ohio	Trl, SemiT	..	..	..	1	2†	..	R	R	E	R	..	..	..	..	..
Okla.	Trl. Drawn Veh.	..	..	..	1†	..	..	R	..	..	..	..	..	..	..	..
Ore.	New MV, except TTr	..	..	..	2	..	..	R	..	1-E	..	24-60	..	50-300	..	..
	B, T, Trl & SemiT over 3000 lbs. gross	..	..	..	2	2	..	R	..	1-E	R	24-60	..	50-500	..	..
	B, T, Trl & SemiT over 3000 lbs. gross	..	30	..	..	2	A	..	..	1-E	F	24-60	..	..	50-500	..
	Trl, 3000 lbs. or less	..	..	..	2	..	..	R	..	E	..	24-60	..	50-500	..	..
Pa.	B, CMV, Trl, SemiT	..	..	..	1	..	..	R	..	..	..	24-42	..	500	..	Y
	Vehicles, Comb	..	20	..	..	4*	A	R	..	2-E	F/R	..	..	..	500	Y
R. I.	*T, Trl, SemiT, B*	..	..	..	*1*	..	..	*R*	..	*L*	..	*24-48*	..	..	..	*Y*
	Vehicles	*80*	..	*1*	..	..	*W/A*	..	..	..	..	*24-48*	..	..	..	*Y*
S. C.	New MV, Trl, SemiT, All CMV (3)	..	..	..	1	..	..	R	..	..	..	24-42	..	50-500	..	..
	MC	..	..	..	*2*	*2*	..	*R*	*R*	*E*	*R*	..	..	..	..	..
	Trl, SemiT over 3000 lbs. gross	..	..	..	..	*2*	..	..	*W/A*	*1-E*	*F*	..	..	..	..	..
S. D.	NMV, Trl, SemiT	..	..	..	1	..	..	R	..	..	..	24-42	..	500	..	Y
Tenn.	MV (1)	80	..	1*	2	4	A	R	..	E	F/R	..	200	200	..	..
Tex.	MV (1)	70	..	1*	1*	..	W	Y/R	..	L	..	..	200	200	..	Y
Utah	*Veh. Comb*	*80*	*80*	..	..	*4**	*G*	*R*	..	*E*	*F/R*	*24-42*	*500*	*500*	*500*	..
	MV, Trl, SemiT	..	..	..	1	..	..	R	..	..	..	24-42	..	500	..	Y
	Vehicle or Comb.	..	20	..	..	4*	G	R	..	2-E	F/R	24-42	500	500	500	..
Vt.	MV		"A	deq	uate	"							..	..	..	Y
Va.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wash.	CMV, Trl, Semi, NMV	..	..	..	1	..	..	R	..	L	..	24-60	..	500	..	Y
	PT, PC	..	30	..	..	4	Y	R	..	2-E	F/R	B	..	..	500	Y
W.Va.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wis.	MV	80	..	1	1*	..	GB/A	R	..	L	..	NO 48	..	..	..	..
Wyo.	CMV, Trl, SemiT	..	..	..	1	..	..	R	..	..	..	..	..	500	..	Y
	Vehicles (1)	70	..	1*	1*	..	G	R	..	L	..	..	500	500	..	Y
	Vehicles	..	20	..	..	2*	..	..	W	E	..	..	..	..	500	..
	Comb.	..	20	..	..	*	..	..	W	E	20	..	..	..	..	..

Me.	Trailer (4)	..	..	..	..	1*	W	..	W	L	F	..	Y	Y	..	..
	MV	84	..	1*	1*	..	G/A	R	..	L	..	..	200	..	..	..
	Enc. MV (7)	84	..	2*	..	1*	G/A	R	..	L	..	TB	..	..	..	..
	B	..	..	*2*	*2*	..	*A*	*R*	..	..	..	*Top*	..	..	..	..
Md.	T, Trl, CMV	90	..	..	..	1	XR	R	..	L	..	..	200	200	..	..
Mass.	T, Trl, CMV (8)	..	..	1	1	..	G	R	..	L	..	..	200	200	..	..
	Bus	..	..	*2*	*2*	..	*NS*	*R*	..	..	..	*UC*	..	..	..	..
Mich.	B, T. / TTr, Trl or SemiT over 3000 lbs. gross	80	..	2	2	..	A	R	..	E	..	Top	500	500	..	..
	B, T. / TTr, Trl or SemiT over 3000 lbs. gross	..	30	..	..	4	A	R	..	2-E	F/R	Top	..	..	500	..
Minn.	PT, PC	80	..	2	2	..	W/A	R	..	E	..	Top	500	500	..	..
	PT, PC	..	30	..	..	4	W/A	R	..	E	F/R	..	..	..	500	..
Miss.	PT, PC (3)	80 or 30		3†	3†	..	G	R	..	..	..	Top	500	500	..	Y
	PT, PC (3)	..	20	..	..	1*	G	R	..	E	F/R	..	..	..	500	Y
	PT, PC (3)	80	..	1	1	..	G	R	..	L	..	..	500	500	..	Y
Mo.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mont.	T, Trl, Autos	80	..	..	..	4*	W/G/Y	R	..	2-E	..	..	..	..	..	..
Neb.	MV (5)	80	..	1*	1*	..	G/A	R	..	L	..	..	300	300	..	..
Nev.	B, T. / TTr, Trl or SemiT over 3000 lbs. gross	80	..	2	2	..	A	R	..	E	..	Top	500	500	..	..
	B, T. / TTr, Trl or SemiT over 3000 lbs. gross	..	30	..	..	4	A	R	..	2-E	AR	Top	..	..	500	..
N. H.	CMV, T, Trl, SemiT	72	..	1*	..	..	G	..	..	L	..	..	200	..	..	Y
	Trl, SemiT (4)	..	..	..	..	1	..	..	W	L	F	..	200	..	..	..
	MV towing Trl	..	..	1§	..	..	..	..	..	..	..	..	..	..	..	..
N. J.	*Bus*	..	..	..	*2*	..	..	..	..	*1-E*	..	..	*UC*	..	*300*	..
N. M.	PT, PC (3)	72	..	1	1	..	A	R	..	L	..	..	500	500	..	..
	PT, PC (3)	..	20	..	..	4	A	R	2-E	F/R	..	..	..	..	500	..
N. Y.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
N. C.	MV	80	..	2	2	..	A	R	..	E	..	..	500	500	..	..
N. D.	MV (1)	80	..	1	1	..	W	R	..	L	..	..	500	500	..	..
Ohio	*B, T*	*80*	..	*2*	*2*	*4*	*A*	*R*	*2-E*	*F/R*	..	*24-60*	*500*	*500*	*500*	..
Okla.	MV (1)	70	..	1	1	..	W	R/Y	..	L	..	..	500	500	..	..
Ore.	B, T. / TTr, Trl or SemiT over 3000 lbs. gross	80	..	2	2	..	A	R	..	E	..	Top	500	500	..	..
	B, T. / TTr, Trl or SemiT over 3000 lbs. gross	..	30	..	..	4	A	R	..	2-E	F/R	Top	..	..	500	..
Pa.	Vehicles (1)	80	..	1	1	..	A	R	..	L	..	..	500	500	..	..
	MV,Trl,SemiT,Comb.	80 or 30		3†	3†	..	A	R	..	..	..	Top	500	500	..	..
	Comb.	..	20	*	*	4*	A	R	..	2-E	F/R	..	..	..	500	..
R. I.	*Bus*	..	..	..	..	..	*P/B*	*R*	..	*E*	..	*UC*	..	..	..	..
S. C.	MV	80	..	2	2	..	A	R	..	E	..	..	500	500	..	..
	MV, Comb.	80 or 30		3	3	..	A	R	..	..	..	Top	500	500	..	..
	MC	*80 or 30*		*2*	*2*	..	*W/Y*	*A/R*	..	*E*	..	..	*500*	*500*	*500*	..
	TTr, Trl, SemiT over 3000 lbs. gross	..	..	*2*	..	..	*W/Y*	..	..	*E*	..	..	..	*500*	*500*	..
	TTr	..	..	..	..	*2*	*W/Y*	..	..	*E*	*F*	..	*500*	..	*500*	..
	Trl, SemiT over 3000 lbs. gross	..	..	..	*2*	*2*	..	*R*	*R*	*E*	*R*	..	..	*500*	*500*	..
S. D.	PT, PC (3)	80	..	1	1	..	W	R	..	L	..	..	500	500	..	Y
	PT, PC (3)	80 or 30		3†	3†	..	G	R	..	..	..	Top	500	500	..	Y
Tenn.	MV (1)	80	..	2	2	..	A	R	..	E	..	..	200	500	..	..
Tex.	MV (1)	70	..	1*	1*	..	W	Y/R	..	L	..	..	500	500	..	..
Utah	Vehicles (1)	80	..	1	1	..	G	R	..	L	..	..	500	500	..	Y
	Vehicles	80 or 30		3†	3†	..	G	R	..	..	..	Top	500	500	..	Y
	Vehicles	..	20	*	*	4*	G	R	..	2-E	F/R	..	..	..	300	Y
Vt.	MV	80	..	..	..	1	G	R	..	L	..	..	500	500	..	..
Va.	MV (6) or	84	..	2	2	..	A	R	..	E	..	TC	300	300	..	Y
Wash.	PT, PC, CMV (3)	80	..	2	2	..	Y	R	..	2-E	..	Top	500	500	500	Y
W.Va.	Trl, SemiT (4)	..	..	1	..	..	W	..	..	L	..	..	Y	Y	..	..
Wis.	MV	80	..	1	1*	..	GB/A	R	..	L	..	No. 48	..	..	..	..
	Comb. (10)	..	..	..	..	*	..	..	R	E	..	..	..	..	..	..
	Bus	..	..	*2*	*2*	..	*G*	*R*	..	*1-E*	..	*UC*	*500*	*500*	..	..
Wyo.	Vehicles (1)	70	..	1*	1*	..	G	R	..	L	..	..	500	500	..	..
	Vehicles	..	20	..	..	2*	..	..	G	1-E	..	..	..	..	..	..
	Comb.	..	20	..	..	*	..	..	G	E	20′	..	..	..	..	..

ICC SAFETY EQUIPMENT

REGULATIONS AFFECTING All FOR-HIRE AND PRIVATE MOTOR TRUCKS

PART 3
PARTS AND ACCESSORIES NECESSARY FOR SAFE OPERATION

INDEX TO PART 3

3.1 COMPLIANCE REQUIRED.—Every motor carrier shall comply with the following regulations.

3.2 ADDITIONAL PARTS AND ACCESSORIES ALLOWABLE.—Nothing contained in these regulations shall be construed to prohibit the use of additional parts and accessories, not inconsistent with these regulations, tending to increase the safety of operation of motor vehicles, and to prevent accidents.

PARTS AND ACCESSORIES REQUIRED ON ALL MOTOR VEHICLES[4]

[Except in drive-away operations]

3.3 EQUIPMENT REQUIRED ON ALL MOTOR VEHICLES (Except in Drive-away Operations).—Every motor vehicle except motor vehicles engaged in drive-away operation (see under Rule 3.5) shall be equipped as follows:

3.31 LIGHTING DEVICES AND REFLECTORS ON ALL VEHICLES.

3.3101 *Every bus or truck.*—On every bus or truck, whatever its size, there shall be at least the following lighting devices and reflectors:

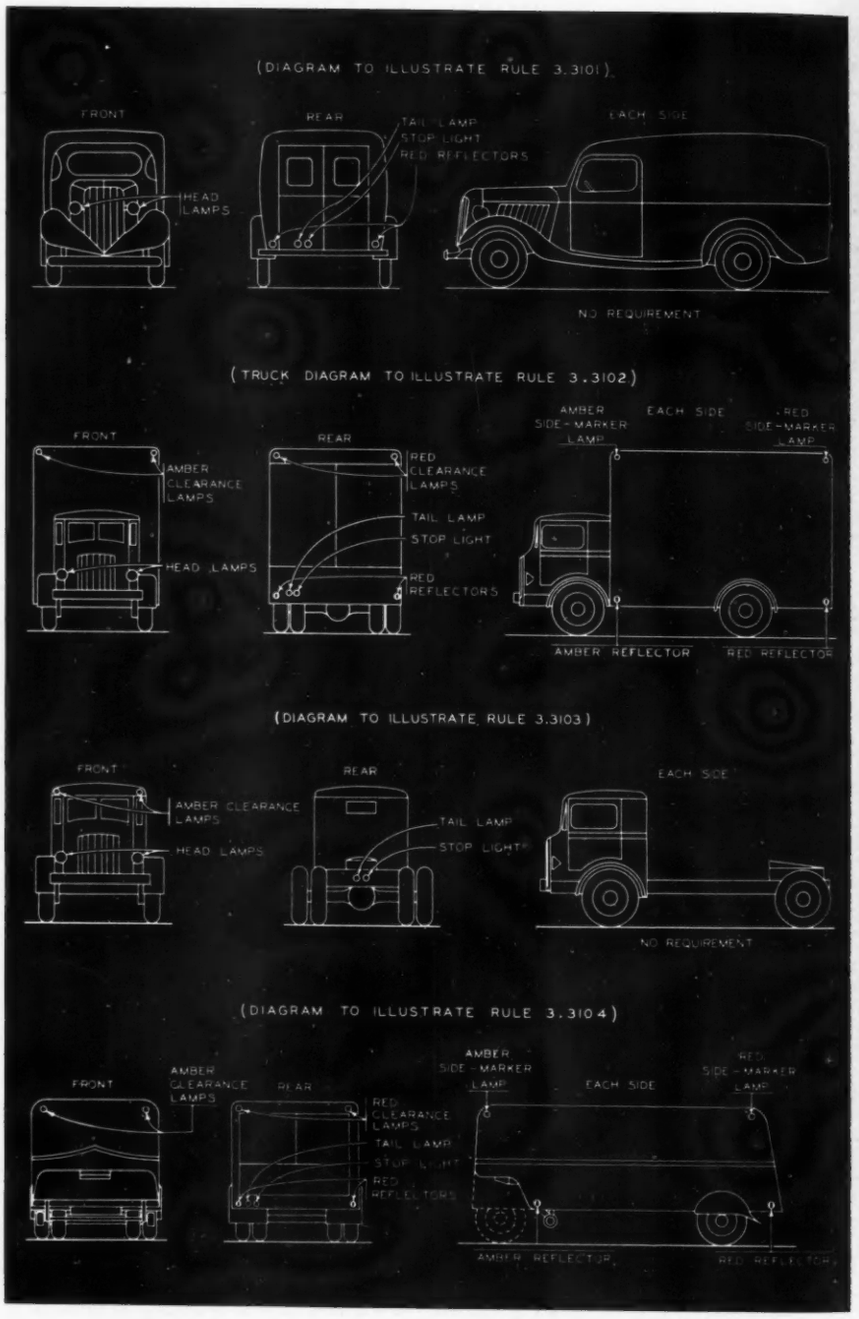
(a) On the front, two head lamps, one at each side.

(b) On the rear, one red tail lamp; one red or amber stop light; two red reflectors, one at each side.

3.3102 *Every bus or truck 80 inches or more in width.*—On every bus or truck 80 inches or more in over-all width there shall be at least the following lighting devices and reflectors:

(a) On the front, two head lamps, one at each side; two amber clearance lamps, one at each side.

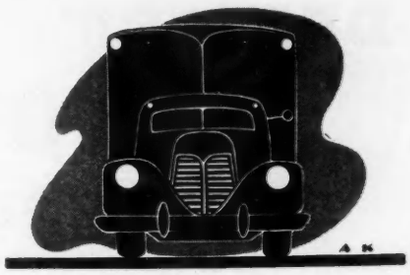
(b) On the rear, one red tail lamp; one red or amber stop light; two red clearance lamps, one at each side; two red reflectors, one at each side.

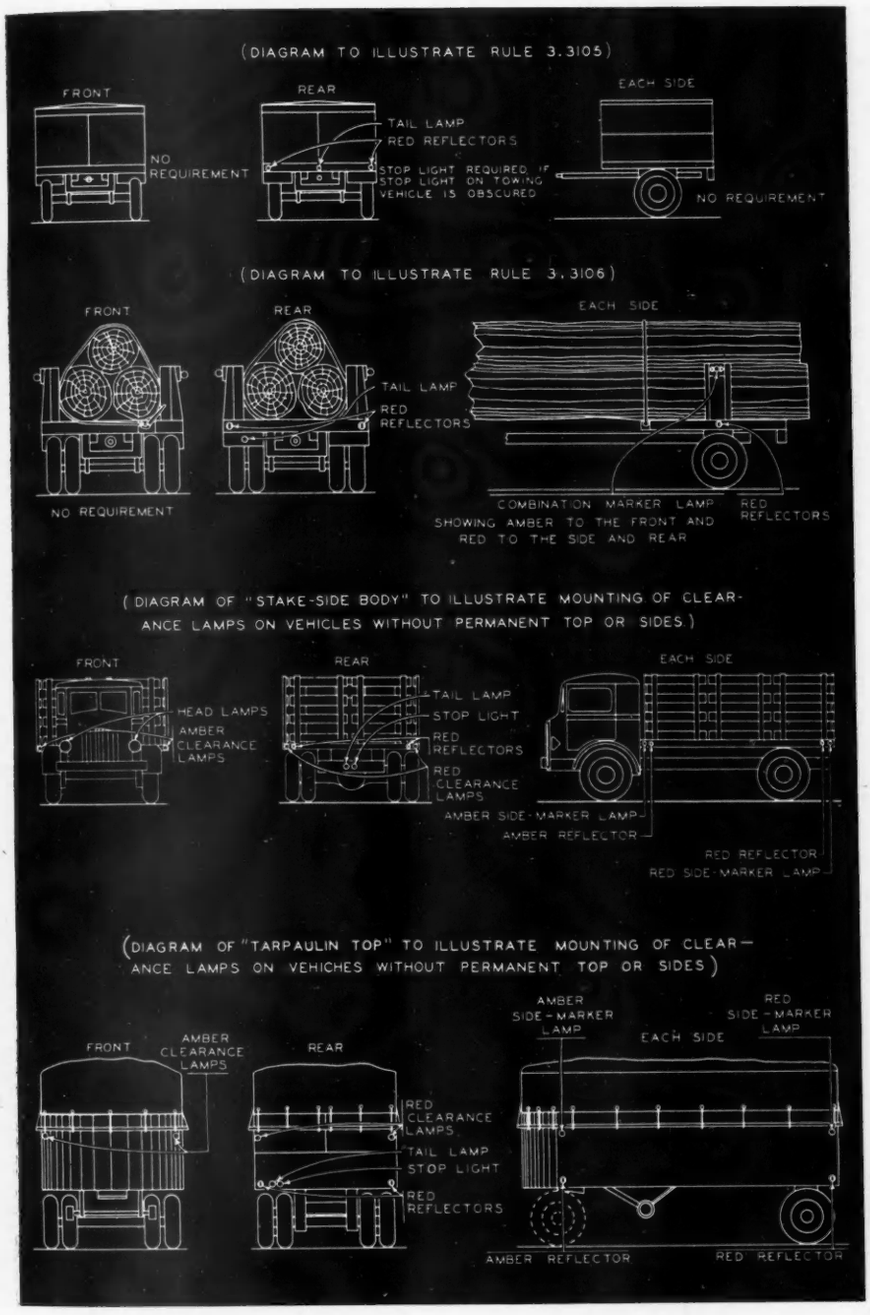


[4] See under Rule 3.4 for additional requirements for new vehicles.

REQUIREMENTS

OPERATING IN INTERSTATE OR FOREIGN COMMERCE





Note: Diagrams at left show clearance and side-marker lamps, and tail lights and reflectors, as mounted separately. Clearance and side-marker lamps may be combined (Rule 3.3109), and reflectors may be incorporated in tail lamps (Rule 3.3115).

there shall be at least the following lighting devices and reflectors:

(a) On the front, two amber clearance lamps, one at each side.

(b) On the rear, one red tail lamp; one red or amber stop light; two red clearance lamps, one at each side; two red reflectors, one at each side.

(c) On each side, one amber side-marker lamp, located at or near the front; one red side-marker lamp, located at or near the rear; one amber reflector, located at or near the front; one red reflector, located at or near the rear.

3.3105 *Every semitrailer or full trailer weighing 3,000 pounds gross or less.*—On every semitrailer or full trailer having a gross weight of 3,000 pounds or less, there shall be at least the following lighting devices and reflectors:

(a) On the front, no requirement.

(b) On the rear, one red tail lamp; two red reflectors, one at each side; one red or amber stop light if the semitrailer or full trailer obscures the stop light on the towing vehicle.

3.3106 *Every pole trailer.*—On every pole trailer there shall be at least the following lighting devices and reflectors:

(a) On the front, no requirement.

(b) On the rear, one red tail lamp; two red reflectors, one at each side, placed to indicate extreme width of the pole trailer or its load, whichever is wider.

(See Rule 2.34 requiring red lantern or flag on end of projecting load.)

(c) On each side, on the rearmost support for the load, one combination marker lamp showing amber to the front and red to the side and rear, mounted to indicate maximum width of the pole trailer or load; one red reflector, located at or near the rear.

3.3107 *Electric lamps to be mounted permanently.*—Where electric lamps are used to meet the requirements of Rule 3.31, they shall be securely and permanently affixed to the permanent structure of the motor vehicle, except for the combination marker lamps on pole trailers prescribed in Rule 3.3106 (c).

3.3108 *Clearance lamps to indicate extreme width.*—Required clearance lamps shall be mounted in such a manner as to indicate the extreme width of the motor

(Turn to Page 88, Please)

(c) On each side, one amber side-marker lamp, located at or near the front: one red side-marker lamp, located at or near the rear; one amber reflector, located at or near the front; one red reflector, located at or near the rear.

3.3103 *Every tractor.*—On every tractor there shall be at least the following lighting devices and reflectors:

(a) On the front, two head lamps, one at each side; two amber clearance lamps, one at each side.

(b) On the rear, one red tail lamp; one red or amber stop light.

3.3104 *Every semitrailer or full trailer in excess of 3,000 pounds gross weight.*—On every semitrailer or full trailer having a gross weight in excess of 3,000 pounds

DRIVERS' HOURS OF SERVICE

REGULATIONS AS OF JANUARY 1, 1941

State	Vehicles Affected	LIMIT OF HOURS ON DUTY: When Consecutive	Min. Hrs. Off Duty	When Not Consecutive (Hours (Period allowed) in hrs.)	Min. Hrs. Off Duty
Ala.	Common & Contract Carriers	8	8	8 in 12	8
Ariz.	Motor & Private Property Carriers	10(a)	8	10 in 24	8
Ark.	Common and Contract Carriers	12	8	14(b) in 24	8
Calif.	Passenger Common Carriers	10	9	10 in 15	9
	Property Common Carriers			10 in 15	
	Other For-Hire Passenger Carriers*	10	8	10 in 15	8
	Other Property Transporters*	12	8	12 in 15	8
Colo.	Common Carriers*			10 in 24	8
Conn.	Commercial & Public Service	12	8	16(e) in 24	10
Dela.	Commercial (trucks and buses)	8*	2	16 in 24	
D. C.	For-Hire Buses Over Regular Routes	12		16 in 24	8
Fla.	For-Hire	Same as I. C. C. Regulations			Below
Ga.	For-Hire Carriers	10	10		
Idaho.	Transportation Companies (Common)*	Same as I. C. Regulations			Below
Ill.	Passenger Common Carriers	10	8	10 in 16	8
	Trucks			12* in 24	8
				15 in 24	6
Ind.	Common & Contract	8(h)		14 in 24	
Iowa.	For-Hire*	12	10	12 in 24	8
Kans.	Common, Contract & Private Carriers	12		16 in 24	
	Same (sleeper cabs)	36		(l)	12(f)
Ky.	Common & Contract Carriers	12	8	16(e) in 24	10
La.			NO	LIMITATIONS	
Me.	Property For-Hire	12	8	16(e) in 24	10
Md.			NO	LIMITATIONS	
Mass.	Motor Buses			10 in 16	
	Property Transporters	12	8	16(e) in 24	10
Mich.	Common & Contract Carriers*	12	10	12 in 24	8
	Trucks	12(h)	10	12 in 14	10
Minn.	For-Hire Carriers	Same as I. C. C. Regulations			Below
Miss.	Motor Carriers	Same as I. C. C. Regulations			Below
Mo.	All Carriers*	10	10	10	10
Mont.	Motor Carriers*			8 in 24	8
	Buses			8 in 24	12
	All Motor Vehicle Operators			8 in 24	
Neb.	Motor Carriers			12 in 24	
Nev.	For-Hire*	12		12 in 15	8
N. H.	For-Hire Trucks	12	8	16(e) in 24	10
	Buses		NO	LIMITATIONS	
N. J.	Commercial Trucks & Buses	12(i)	8	12 in 16(i)	8
N. M.	For-Hire	10	8	16(e) in 24	
N. Y.	Trucks & Buses	10(k)	8	10 in 14	8
N. C.	Franchise Holders (Common Carriers)	7		14 in 24(d)	
N. D.	Common & Contract Carriers	10	10	10 in 24	10
Ohio.	Bus Drivers			14 in 24(c)	
	Truck Drivers	14	8	14 in 24	8
Okla.	Motor Carriers* (Including private)			10	6
Ore.	All Motor Carriers*	12	10	12 in 24	10
Penn.	Motor Carriers	Same as I. C. C. Regulations			Below
R. I.	Merchandise or Public Service	12	8	16(e) in 24	10
S. C.	Motor Carriers (g)			10 in 24*	8
	Truck Operators	8*		in 24 (55 in 7 cons. days)	
S. D.	Motor Carriers	12	12	12(e) in 24	8
Tenn.	Motor Carriers*			12 in 24 (63 driving hrs. in any 7-day period.)	8
Tex.	Motor Carrier Trucks	14	8	14 in 24	8
Utah.	All Motor Carriers	8		10(j) in 24	
Vt.			NO	LIMITATIONS	
Va.	Common Carriers*			8 in 24	10
	Motor Vehicles*			13 in 24	
Wash.	Motor Freight Carriers	10	8	10 in 24	8
	Passenger Common Carriers			10 in 24	8
W. Va.			NO	LIMITATIONS	
Wis.	Motor Carriers	Same as I. C. C. Regulations			Below
Wyo.	Motor Carriers	10	8	14 in 24	10
Federal (ICC)	Interstate Common & Contract Carriers			10(m) in 24 (60 hrs. in any week of 168 consecutive hours or 70 hours in any 192 consecutive hours.)	8

*—Limit is actual driving hours.
(a)—Or drive a passenger carrier vehicle over 275 miles.
(b)—If 2 hours' rest period provided.
(c)—Or drive a passenger coach more than 300 miles in continuous service or 1500 miles in any week.
(d)—Nine hours at end of two 7-hour periods with one hour rest intervening.
(e)—No period off duty shall be deemed to break the continuity of service unless it be for at least 3 hours.
(f)—Or one-third of the time on duty.
(g)—Bus operators, 55 hours in any 7 consecutive days.
(h)—No period off duty shall be deemed to break the continuity of service unless it be for not less than 2 hours at a place where food and lodging may be secured.
(i)—Time taken for meals not counted in time on duty.
(j)—May be spread over 15 hours provided time between runs is sufficient to permit rest and relaxation.

CLUTCH SPECIFICATIONS

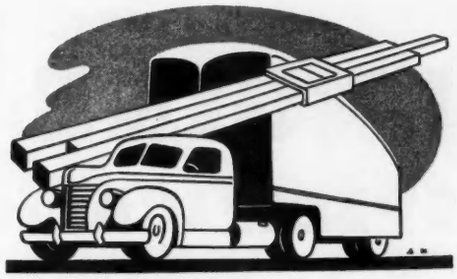
CLUTCH MAKE AND MODEL	Rated Torque Capacity (Lb. Ft.)	Type	FACINGS: Outside Diameter (Inches)	Inside Diameter (Inches)	Number of Facings	Total Area (One Facing)	PRESSURES (Lb.): Total Spring Pressure	Total on Friction Face	Per Sq. In. of Friction Surface	Overall Outside Diameter (In.)	Means of Adjustment	Bell Housing (S. A. E. No.)	Weight, Complete (Lb.)
BORG & BECK													
10A7	150	SP	10	6	2	50.0	1410	1410	28.2	12 3/8	None	5+	18 1/4
11A6	180	SP	11	6 1/8	2	65.5	1770	1770	26.3	13 3/8	None	4+	26
12Q	220	SP	11 7/8	7 1/4	2	69.5	340	1800	26.0	12 3/4	CPP	4+	34 3/4
13Q	260	SP	12 7/8	7 1/4	2	89.0	425	2250	25.3	13 3/4	CPP	3+	41
14Q	375	SP	13 7/8	7 1/4	2	110.0	400	2420	22.0	14 3/4	CPP	3+	55 1/2
BROWN-LIPE[1]													
13-S.P.		SP	12 7/8	7 1/2	2	86.6	320	2240	26.0	14 1/8	TR		45
13-Two-plate		SP	13	7 1/2	4	90.0	500	2750	30.6	15 1/2	TR		84
14-S.P.		SP	13 3/4	7 1/2	2	106.0	420	2940	27.8	15 1/2	TR		58
14-Two-plate		SP	13 3/4	7 1/2	4	105.7	500	2750	26.0	16 1/4	TR		96
CHEVROLET													
1941-1/2 Ton	200	SP	9 1/2	6 1/8	2	35.9	(a)	(a)	(c)	11 1/16	RC	Spec	16.1
1941-3/4-1 1/2 T	200	SP	10 3/4	7	2	52.3	(b)	(b)	(d)	13 1/16	RC	Spec	21.7
LIPE, W. C.													
Z34-S	214	SP	11 7/8	7 1/4	2	89.5	360	1794	25.8	13 5/8	Shim	3+	38
Z30-S	270	SP	12 1/8	7 1/4	2	89.0	360	2132	24.0	14 5/8	Shim	3+	47 1/2
Z32-S	340	SP	13 1/8	7 1/4	2	110.0	415	2556	23.2	15 5/8	Shim	3+	57 1/2
Z31-S	422	SP	13 7/8	7 1/4	2	110.0	480	3212	28.9	15 5/8	Shim	3+	60
Z42-S	431	SP	15	8	2	128.0	480	3020	23.4	16 3/4	Shim	2+	73
Z40-S	556	SP	15	8	2	128.0	575	3870	30.2	16 3/4	Shim	2+	74
Z37-S	568	DP	12 7/8	7 3/4	4	89.0	480	2256	25.4	15 5/8	Shim	2+	90 1/2
Z54-S	700	DP	13 7/8	7 1/4	4	104.0	480	2535	24.6	16 1/4	Shim	2+	100
Z40-SX	708	SP	15	8	2	128.0	630	4925	38.4	16 3/4	Shim	2+	74
Z38-S	1100	DP	14 1/2	8	4	115.0	575	3865	33.6	16 3/4	Shim	2+	105
LONG													
8 1/2CB	75	SP	8 1/2	6	2	28.5	Var	Var	Var	9 11/16	None	6+	10 1/4
9CF	135	SP	9	5 3/4	2	37.5	Var	Var	Var	11	None	5+	14 1/2
9 1/2CF	150	SP	9 1/2	6	2	42.6	Var	Var	Var	11 1/2	None	5+	15 1/2
10CF	165	SP	10	6	2	50.2	Var	Var	Var	12	None	5+	20 1/2
11CF	195	SP	11	6 1/2	2	61.8	Var	Var	Var	13	None	4+	23 3/4
29A	225	DP	9 3/4	6 1/4	4	44.0	Var	Var	Var	11 11/16	None	4+	33
12CB	250	SP	12	7	2	74.6	Var	Var	Var	14 5/8	None	3+	37 1/4
31A	300	DP	11	6 1/2	4	61.7	Var	Var	Var	13	None	4+	44
13-S	350	SP	13 1/4	7 1/4	2	107.0	Var	Var	Var	15 1/2	NC	2+	62
14B	325	SP	13 3/4	7 1/4	2	107.0	Var	Var	Var	16 1/16	NC	2+	58
15-4	500	SP	15 1/2	9	2	125.0	Var	Var	Var	17 3/4	NC	1+	84
34BD	550	DP	13 3/4	7 1/4	4	107.0	Var	Var	Var	16 1/16	NC	2+	100
17	600	SP	16 3/4	10	2	141.8	Var	Var	Var	19 3/4	NC	1+	96
ROCKFORD													
6TS	35	SP	6	4	2	15.0	330	330	21.0	7 1/4	None		3 1/2
8-II	110	SP	7 7/8	5 1/16	2	26.0	720	720	27.6	9 1/16	None	4, 5	11
9-RM	115	SP	8 7/8	5 3/4	2	36.0	750	750	20.8	11 1/4	None	2,3,4,5	13
8 1/4-RM	120	SP	8 1/4	5 1/16	2	30.0	822	822	27.0	10 1/16	None		9 1/2
9-II	192	SP	8 7/8	5 1/4	2	36.0	930	930	25.9	10 1/16	None	2,3,4,5	14
10-RM	175	SP	9 7/8	6 5/8	2	42.0	1020	1020	24.3	11 1/16	None	2,3,4,5	15 1/2
9-TT	210	SP	9	5 3/4	2	37.5	1350	1350	36.0	11 1/16	None	2,3,4,5	17
10-TT	250	SP	9 7/8	6 1/4	2	47.0	1500	1500	32.0	12	None	2,3,4,5	20 1/2
11-RM	310	SP	10 7/8	6 7/8	2	55.0	1665	1665	30.0	12 1/16	None	2, 3, 4	22
11-TT	320	SP	10 7/8	6 7/8	2	55.5	1740	1740	31.8	13	None	2, 3, 4	29
12-II	347	SP	11 7/8	6 7/8	2	73.5	1665	1665	22.5	13 1/16	None	2, 3, 4	27
12-TT	425	SP	11 7/8	6 7/8	2	73.0	2175	2175	29.3	14 5/8	None	2, 3, 4	42 1/2
14-II	590	SP	13 7/8	8	2	101.0	2460	2460	24.3	15 5/8	None	1, 2, 3	50
14-TT	600	SP	13 7/8	8	2	101.0	2625	2625	26.0	15 1/2	None	1, 2, 3	48
15-O	600	SP	15	8	2	126.5	2880	2880	22.8	17 1/4	None	1, 2, 3	83
15-TT	920	SP	15	8	2	126.5	3150	3150	25.0	16 5/8	None	1, 2, 3	86 1/2
18-TT	1960	DP	17 5/8	9 5/8	4	171.0	3360	3360	19.6	20 1/4	None	0, 00	422

CLUTCH ABBREVIATIONS

+—And larger
[1]—Spicer Mfg. Co.
(a)—1100-1225 lbs.
(b)—1200-1250 lbs.
(c)—15.3 to 17.1 lbs.
(d)—11.5 to 11.9 lbs.
CPP—Cam on Pressure Plate
DP—Double Plate, Dry
NC—Nuts on Cover Plate
RC—Linkage between Release and Clutch Pedal
SP—Single Plate, Dry
Spec—Special
TR—Threaded ring
Var—Varies

(k)—Includes time for meals.
(l)—Seventy-two hours in 7-day period or 96 hours in such period if a sleeper cab.
(m)—Twelve hours in aggregate permitted in adverse weather and traffic conditions, provided the Bureau of Motor Carriers is notified.
(min)—Minimum

TRANSPORTATION ENGINEERING DATA



FORMULAS

VEHICLE SPEED

$$MPH = \frac{RPM \times R}{168 \times FGR}$$

MPH = Miles Per Hour
RPM = Engine Revolutions per Minute
R = Rolling Radius
FGR = Final Gear Ratio
168 = A constant comprising the conversion of rolling radius in inches to wheel circumference in feet; wheel revolutions per minute to wheel revolutions per hour; feet per hour to miles per hour

ENGINE SPEED

$$RPM = \frac{MPH \times 168 \times FGR}{R}$$

See above for abbreviations

GRADE ABILITY

$$GA = \frac{TE}{GVW} \text{ minus } .012$$

GA = Grade Ability
TE = Tractive Effort
GVW = Gross Vehicle Weight
.012 = 12 lb. per 1000 lb., rolling resistance on hard-surfaced roads

TRACTIVE EFFORT

$$TE = \frac{\text{lb. in. Torque} \times FGR \times .90}{R}$$

R = Rolling Radius in Inches
FGR = Final Gear Ratio
lb. in. Torque = 12 times Torque in lb. ft.
.90 = Efficiency for all rear axles except worm, then .85

DRAWBAR PULL

$$DP = \frac{.90 \times \text{lb. in. Torque} \times FGR}{R} - .012\ GVW$$

DP = Drawbar Pull
R = Rolling Radius in Inches
FGR = Final Gear Ratio
GVW = Gross Vehicle Weight
.90 = Efficiency for all rear axles except worm, then .85
lb. in. Torque = 12 times Torque in lb. ft.
.012 = 12 lb. per 1000 lb. Rolling Resistance

MAXIMUM NET ENGINE TORQUE

Torque in lb. ft. = .70 × cu. in. Piston Displacement. (This is approximate and should be used only when actual torque is not known.)
.70 = Average figure based on analysis of a number of torque curves

TORQUE AT PEAK HORSEPOWER

$$\text{Torque at Peak HP} = \frac{HP \times 5252}{RPM}$$

5252 = Constant resulting from the conversion of torque and RPM into horsepower
HP = Maximum net horsepower (See Horsepower below)
Peak HP = Maximum useful horsepower

MAXIMUM NET TORQUE

$$\text{Max. Net Torque} = \frac{\text{Torque at Peak HP} \times 5}{4}$$

(This is approximate and should be used only when actual net torque is not known.)
5 and 4 = Figures based on an analysis of a number of torque curves

PISTON DISPLACEMENT

Piston Displacement in cu. in. = B × B × .7854 × S × No. of Cylinders

B = Bore
S = Stroke
.7854 = Constant comprising the conversion of the area of a square to the area of a circle of the same dimensions

FINAL GEAR RATIO

$$FGR = \frac{R \times GVW \times (GA + .012)}{\text{lb. in. Torque} \times .90}$$

GA = Grade Ability
GVW = Gross Vehicle Weight
lb. in. Torque = 12 × lb. ft. Torque
R = Rolling Radius in Inches
.90 = Efficiency for all rear axles except worm, then .85
.012 = Rolling resistance on hard-surfaced roads

AMA HORSEPOWER

(For License Purposes Only)

$$AMA\ HP = \frac{B \times B \times \text{No. of Cyl.}}{2.5}$$

B = Cylinder Bore
2.5 = Constant based on average engine in 1906

HORSEPOWER

Maximum Net Horsepower (maximum gross horsepower less power consumed by engine accessories) is the only horsepower that should be used in transportation engineering formulas, and can be determined only by using a dynamometer

TIRE CAPACITIES

Tire and Rim Association Sizes, Loads and Pressures

Tire Size	No. of Plies	Lb. Pressure for Max. Load	Maximum Load Capacity (Lb.)
6.00-17	6	50	1250
6.20-20	6	50	1400
6.50-17	6	50	1500
6.50-18	6	50	1575
6.50-20	6	50	1700
7.00-17	8	55	1725
7.00-18	8	55	1800
7.00-20	8	55	1950
7.50-15	8	55	1825
7.50-17	8	55	2000
7.50-18	8	55	2100
7.50-20	8	55	2250
7.50-24	8	55	2250
8.25-15	10	60	2275
8.25-18	10	60	2550
8.25-20	10	60	2750
8.25-22	10	60	2950
8.25-24	10	60	3125
9.00-15	10	65	2875
9.00-18	10	65	3225
9.00-20	10	65	3450
9.00-22	10	65	3675
9.00-24	10	65	3925
10.00-15	12	70	3375
10.00-18	12	70	3775
10.00-20	12	70	4000
10.00-22	12	70	4275
10.00-24	12	70	4550
11.00-18	12	70	4200
11.00-20	12	70	4500
11.00-22	12	70	4750
11.00-24	12	70	5000
12.00-18	14	80	5125
12.00-20	14	80	5475
12.00-22	14	80	5800
12.00-24	14	80	6150
13.00-20	16	85	6750
13.00-24	16	85	7575
14.00-20	16	90	8200
14.00-24	16	90	9150

EXTRA PLY AND DUAL-MARKED TIRES

6.00-16/30x5	8	70	1700
6.00-24/34x5	8	70	1950
6.50-20/32x6	8	65	1950
7.00-20/32x6	10	70	2250
7.00-24/36x6	10	70	2575
7.50-15	10	75	2225
7.50-18/32x7	10	75	2500
7.50-20/34x7	10	75	2700
7.50-24/38x7	10	75	3100
8.25-15	12	75	2600
8.25-18	12	75	2925
8.25-20	12	75	3150
8.25-24	12	75	3600
9.00-15	12	80	3200
9.00-18	12	80	3600
9.00-20/36x8	12	80	3850
9.00-20/40x8	12	80	4375

ENGINE SERVICE

SPECIFICATIONS INCLUDING TUNE-UP DATA..

The information listed in these columns provides the mechanic or inspector with factory recommendations for adjustments which are a part of routine inspection as well as the heavier rebuilding operations. So far as Commercial Car Journal knows this is the only table that contains such information on the various truck engine models in such convenient form.

GUIDE TO SYMBOLS

Al—Aluminum
As—Strut Type Aluminum
Aa—Anodized Aluminum
CA—Cast Alloy
CI—Cast Iron
St—Alloy Steel
TP—Tin Plated Cast Iron
C—Cold
Bot—Bottom
Top—Top
AC—AC
AL—Auto-Lite
Ch—Champion

TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After		Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE (Hot unless noted)		SPARK PLUG				Breaker Point Gap	Spark Occurs °TC B-Before A-After	Spark Occurs Fly-Wheel Teeth °TC B-Before A-After	Comp. Pressure at Cranking Speed
						°TC	Flywheel Teeth TC		Intake	Exhaust	Make	Type	Size	Gap				
AUTOCAR																		
RH, DF, RHT, DT, DFT, RHD, DP, 6D, DH, UD, UDF, UDT, UDP, 6RH, 6DF, 6UD, UDFT	Own 358	6-4x4¾	Ala	Top	40-2200	TC	TC	.020	.015	.018	Ch	2 COM	⅞	P	D	8½°B	1⅛B	98
N, NT, 6N, UN, UNT, 6UN, 4X4DF, 4X4N	Own 404	6-4¼x4¾	Ala	Top	40-2200	TC	TC	.020	.015	.018	Ch	2 COM	⅞	P	Z	2°B	⅛B	95
NF, NFT, 6NF, UNF, UNFT, 6UNF, S, US, N6OC, 4x4NF	Own 453	6-4½x4¾	Ala	Top	40-2200	TC	TC	.020	.015	.018	Ch	2 COM	⅞	P	Z	2°B	⅛B	95
TF, TFT, 6TF	Wau 6RB	6-5x5¾	Ala	Top	40-1750	10°A	3¾A	.020	.006	.010	Ch	2 COM	⅞	P	Z	9°B	3½B	89
RM, RL, RMT (1937)	Own 315	6-3¾x4¾	Ala	Top	40-2200	TC	TC	.020	.015	.018	Ch	8 COM	18mm	P	D	8½°B	1⅛B	98
DP, D, ITR,6X2RL,RLD,UD,IUTR,UPD,6X2UD (1937)	Own 358	6-4x4¾	Ala	Top	40-2200	TC	TC	.020	.015	.018	Ch	O	⅞	P	D	8½°B	1⅛B	98
DF, 2TR, 6X2DF, DH, UDF, 2UTR, 6XEUN, 4X4DF, 4X4N, 6X4DF (1937)	Own 404	6-4¼x4¾	Ala	Top	40-2200	TC	TC	.020	.015	.018	Ch	O	⅞	P	Z	2°B	⅛B	95
6X2UNF, 3UTR, 4UTR, 3TR, 4TR, 6X2NF, C, 4X4NF (1937)	Own 453	6-4½x4¾	Ala	Top	40-2200	TC	TC	.020	.015	.018	Ch	O	⅞	P	Z	2°B	⅛B	95
6T, UT, UTT, 6UT, N75C, 4X4S (1936-37), C, T, TT, 6X3T,6X2UT,5TR, 5UTR,6X4TO,6X4UTO, 6X4UTD, 6X4TC, 6X4TD	Own 501	6-4¼x5¼	Ala	Top	40-2200	TC	TC	.020	.015	.018	Ch	8 COM	18mm	P	Z	2°B	⅛B	95
A, UA, C10, C10T, U10, U10T	Her JXB	6-3⅝x4¼	Ala	Top	35-2600	2°A	.....	.010	.006	.006	Ch	O	⅞	P	Z	TC	TC	98
B, UB, C20, C20T, U20, U20T	Her JXC	6-3⅝x4¼	Ala	Top	35-2600	2°A	.....	.010	.003	.005	Ch	O	⅞	P	Z	TC	TC	98
RB, URB	Own 315	6-3¾x4¾	Ala	Top	40-2200	TC	TC	.018	.015	.018	Ch	8 COM	18mm	P	D	9°B	1¼B	98
RL, RLS, ITR, RLD, DP, 6X2RL, URL, URLS, UD, IUTR, UDP, 6X2UD	Own 358	6-4x4¾	Ala	Top	40-2200	TC	TC	.018	.015	.018	Ch	2 COM	⅞	P	....	9°B	1¼B	98
DF, N, 2TR, DH, 6X2DF, 6X4DF, UDF, UN, 2UTR, 6X2UN, 4X4DF	Own 408	6-4 1/16x5¼	Ala	Top	40-2200	TC	TC	.018	.015	.018	Ch	8 COM	18mm	P	....	2°B	⅛B	95
NF, 3TR, 4TR, S, 6X2NF, UNF, 3UTR, 4UTR, US, 6X2UNF, 4X4N	Own 447	6-4½x5¼	Ala	Top	40-2200	TC	TC	.018	.015	.018	Ch	8 COM	18mm	P	....	2°B	⅛B	95
C30, C30T, U30, U30T	Own 315	6-3¾x4¾	Ala	Top	40-2600	TC	TC	.020	.015	.018	Ch	8 COM	18mm	P	D	6°B	11/16B	98
C30, C30T, U30, U30T (1941)	Own 331	6-3¾x5	Ala	Top	40-2600	TC	TC	.020	.015	.018	Ch	8 COM	18mm	P	D	6°B	11/16B	98
C40, C40T, C40D, C4062, C4064, U40, U40T, U40D, U4062, C50, C50D, U50, C60, U60, U60D	Own 358	6-4x4¾	Ala	Top	40-2600	TC	TC	.020	.015	.018	Ch	8 COM	18mm	P	D	6°B	11/16B	98
C40, C40T, C40D, C4062, C4064, U40, U40T, U40D, U4062, C50T, C50D, U50, C60, U60, U60D (1941)	Own 377	6-4x5	Ala	Top	40-2600	TC	TC	.020	.015	.018	Ch	8 COM	18mm	P	D	2°B	⅛B	95
C60T, C6044, C70, C70D, C7062, C7064, U60T, U70, U7062, U7064	Own 408	6-4 1/16x5¼	Ala	Top	40-2400	TC	TC	.020	.015	.018	Ch	8 COM	18mm	P	D	2°B	⅛B	95
C7044, C70T, C80, C80T, C80D, C8062, U70T, U80, U80T, U80D, U8062	Own 447	6-4½x5¼	Ala	Top	40-2400	TC	TC	.018	.015	.018	Ch	8 COM	18mm	P	D	2°B	⅛B	95
C8064, C8044, C90, C90T, C90D, C9062, C9064, U90, U90T, U90D, U8064, U9062, U9064	Own 501	6-4¼x5¼	Ala	Top	40-2400	TC	TC	.020	.015	.018	Ch	8 COM	18mm	P	D	2°B	⅛B	95
C9044	Her HXB	6-5x6	Ala	Top	40-2600	TC	TC	.....	.015	.018	Ch	8 COM	18mm	P	E	TC	TC	95
DC100T, DC100D, DC10044, DC10062, DC10064, DU100T, DU10062, DU10064	Cum	6-4⅞x6	CI	Top	40-1900	.....	.....	.....	.012	.012	.....	.....	.....	.....	.....	.....	.....	.....
BANTAM																		
(1938-39)	Own	4-2x3	Al	Top	8.5-30	19°B	4¼	.011	.011	.012	Ch	HIO	14mm	.025	.022	TC	TC	120
1940	Own	4-2¼x3⅛	A	Top	30-50	19°B	4¼	.011	.011	.012	Ch	HIO	14mm	.025	.022	4°B	.....	135
BROCKWAY																		
78 (1936-40)	Con 24B	6-3 1/16x4⅜	CI	Top	20-20	2°B	½B	.015	.010	.010	Ch	8 COM	18mm	.025	.020	8°B	2½B	95
87, 90X (1936)	Con 28B	6-3⅝x4⅝	Al	Top	20-20	5°B	1½B	.012	.008	.010	Ch	8 COM	⅞	.025	.020	5°B	1½B	95
83, 88, 92, 94 (1936-40)	Con 25B	6-3 1/16x4⅝	Al	Top	20-20	5°B	1½B	.012	.008	.010	Ch	8 COM	18mm	.025	.020	5°B	1½B	95
125X (1936-40)	Con 31B	6-3½x4½	CI	Top	30-20	8°B	2¾B	.015	.012	.012	Ch	8 COM	18mm	.025	.020	8½°B	3B	90
96, 110, 130 (1936-40)	Con 29B	6-3 1/16x4½	CI	Top	30-20	8°B	2¾B	.015	.012	.012	Ch	8 COM	18mm	.025	.020	8½°B	3B	90
145 (1936-40)	Con 31B	6-3½x4½	CI	Top	30-20	8°B	2¾B	.015	.012	.012	Ch	8 COM	18mm	.025	.020	8½°B	3B	90
150X4, 150X5 (1936-40)	Con 32B	6-4¼x4½	CI	Top	30-20	8°B	2¾B	.015	.012	.012	Ch	8 COM	18mm	.025	.020	8½°B	3B	90
160X, 180XSBT, 165X (1936-40)	Con 32B	6-4¼x4½	Al	Top	30-20	8°B	2¾B	.015	.012	.012	Ch	8 COM	18mm	.025	.020	8½°B	3B	90
170X (1936-40)	Con 33B	6-4⅛x4⅜	Al	Top	30-20	5°B	2B	.014	.012	.015	Ch	8 COM	18mm	.025	.020	15°B	5½B	82
175X, 180X-SBT Spec., 220X (1936-40)	Con 34B	6-4⅛x4⅜	Al	Top	30-20	5°B	2B	.014	.012	.015	Ch	8 COM	18mm	.025	.020	15°B	5½B	82
195X (1936-40)	Con 33B	6-4¼x4⅜	Al	Top	30-20	5°B	2B	.014	.012	.015	Ch	8 COM	18mm	.025	.020	15°B	5½B	82
240X, 260X (1936-40)	Con 35B	6-4½x5¼	Al	Top	30-20	5°B	2B	.014	.012	.015	Ch	8 COM	18mm	.025	.020	15°B	5½B	82
112, 128 (1938-40)	Con 38B	6-3¾x4⅜	Al	Top	30-20	8°B	2⅜B	.015	.012	.012	Ch	8 COM	18mm	.025	.020	8½°B	3B	90
78 (1941)	Con 24B	6-3 1/16x4⅜	CI	Top	35-2000	TC	TC	.014	.014C	.014C	Ch	6 COM	18mm	.025	.020	TC	.....	.....
83, 88, 92, 94 (1941)	Con 25B	6-3 1/16x4⅜	Al	Top	40-2000	TC	TC	.014	.014C	.014C	Ch	6 COM	18mm	.025	.020	6°B	.....	.....
112-128 (1941)	Con 38B	6-3¾x4⅜	Al	Top	40-2000	6½°B	.....	.0175	.017C	.024C	Ch	6 COM	18mm	.025	.020	6°B	.....	.....
146, 147, 152 (1941)	Con 40B	6-4x4⅜	Al	Top	40-2000	6½°B	.....	.0175	.017C	.024C	Ch	6 COM	18mm	.025	.020	6°B	.....	.....
153, 154, 162 (1941)	Con 41B	6-4½x4⅝	Al	Top	55-2500	6½°B	.....	.022	.017C	.024C	Ch	6 COM	18mm	.025	.020	6°B	.....	.....
158, 166 (1941)	Con 42B	6-4 1/16x4⅝	Al	Top	55-2500	6½°B	.....	.022	.017C	.024C	Ch	6 COM	18mm	.025	.020	6°B	.....	.....
170X, 195X (1941)	Con 33B	6-4¼x4⅜	Al	Top	30-2300	5°B	.....	.014	.018C	.018C	Ch	6 COM	18mm	.025	.020	15°B	.....	.....
175X, 220X (1941)	Con 34B	6-4⅛x4⅜	Al	Top	30-2300	5°B	.....	.014	.018C	.018C	Ch	6 COM	18mm	.025	.020	15°B	.....	.....
240X, 260X (1941)	Con 35B	6-4½x5¼	Al	Top	30-2300	5°B	.....	.014	.018C	.018C	Ch	6 COM	18mm	.025	.020	15°B	.....	.....
CHEVROLET																		
½, 1½ Ton (1934)	Own	6-3 1/16x4	CI	Top	.....	4°B	1½B	.006	.006	.013	AC	K10	14mm	.032	.018	10°B	3½B	63
½, 1½ Ton (1935)	Own	6-3 1/16x4	CI	Top	.....	8°B	3B	.006	.006	.013	AC	K11	14mm	.032	.018	5°B	1⅜B	86
½, 1½ Ton (1936)	Own	6-3 1/16x4	CI	Top	.....	9°B	3¼B	.006	.006	.013	AC	K11	14mm	.032	.018	5°B	1¾B	112

. . OIL PRESSURES . . CONNECTING ROD DATA

AND ABBREVIATIONS

*Severe Service
Q—Qts.
Bud—Buda
Cat—Caterpillar
Con—Continental
Cum—Cummins
Her—Hercules
Lyc—Lycoming
Opt—Optional
Var—Variable
Wau—Waukesha
A—.019-.023
S—.023-.028
Z—.018-.022
ZZ—.025-.030
V—.012 .014
Y—.011-.012C
YY—.014-.016
SS—Semi Steel
COM—Commercial
H—.015-.025
E—.018-.020
D—.018-.024
K—.020-.025
P—.018-.023
R—.028-.032

TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After °TC	Intake Valve Opens B-Before A-After Flywheel Teeth TC	Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE (Hot unless noted) Intake	OPERATING TAPPET CLEARANCE (Hot unless noted) Exhaust	SPARK PLUG Make	SPARK PLUG Type	SPARK PLUG Size	SPARK PLUG Gap	Breaker Point Gap	Spark Occurs °TC B-Before A-After	Spark Occurs Fly-Wheel Teeth °TC B-Before A-After	Comp. Pressure at Cranking Speed
CHEVROLET—Continued																		
½, 1½ Ton (1937)	Own	6-3½x3¾	CI	Top	13½-2621	9°B	3½B	.008	.006	.013	AC	K11	14mm	.040	.018	5°B	5°B	90
½, ¾, 1, 1½ Ton (1938)	Own	6-3½x3¾	CI	Top	13½-2621	9°B	3½B	.006	.006	.013	AC	48	14mm	.040	.018	5°B	2B	90
½, ¾, 1, 1½ Ton (1939)	Own	6-3½x3¾	CI	Top	13½-2621	9°B	3½B	.006	.006	.013	AC	44	14mm	.040	.018	5°B	2B	90
½, ¾, 1, 1½ Ton (1940)	Own	6-3½x3¾	CI	Top	14-2000	3°B	1⅛B	.006	.006	.013	AC	44	10mm	.040	.018	5°B	2B	90
½, ¾, 1, 1½ Ton (1941)	Own	6-3½x3¾	CI	Top	14-2000	3°B	1⅛B	.006	.006	.013	AC	104	14mm	.040	.018	5°B	2B	90
CORBITT																		
12B (1936)	Wau 6RL	6-3½x4½	Al	Top	40-1500	TC	TC	.010	.010-.012	.010-.012	AC	D8-D10	18mm	.030	.025	5°B	.....	112
F15, 14B (1936-37)	Wau 6BK	6-3¾x4½	Al	Top	40-1500	TC	TC	.010	.012-.014	.012-.014	AC	D8-D10	18mm	.030	.025	5°B	.....	112
14BT, Series 18, F18, Series 22 (1936-37)	Wau 6MK	6-4⅛x4¾	CI	Top	40-1500	7°A	.....	.006	.008-.010	.012-.014	AC	D8-D10	18mm	.030	.025	7°B	.....	89
Series 27D (1936)	Wau 6SRL	6-4⅝x5½	Al	Top	40-1500	6°A	.....	.099	.008-.010	.016-.018	AC	L8-L10	⅞	.030	.025	TC	TC	80
F27, Series 35, 40 (1936-37)	Wau 6SRK	6-4⅝x5½	Al	Top	40-1500	7°A	.....	.006	.008-.010	.016-.018	AC	L8-L10	⅞	.030	.025	7°B	.....	80
F12 (1936)	Wau 6BL	6-3½x4½	Al	Top	40-1500	TC	TC	.010	.010-.012	.010-.012	AC	D8-D10	18mm	.030	.025	5°B	.....	112
F23 (1936)	Wau 6SRL	6-4⅝x5½	Al	Top	40-1500	6°A	.....	.009	.008-.010	.016-.018	AC	L8-L10	⅞	.030	.025	TC	TC	80
F35 (1936)	Wau 6RB	6-6x5¾	Al	Top	40-1500	9°A	.....	.006	.008-.010	.016-.018	AC	L8-L10	⅞	.030	.025	7°B	.....	81
12B (1937)	Lyc WFC	6-3½x4¾	Al	Top	40-1500	TC	TC	.010	.010-.012	.010-.012	AC	KL-8	14mm	.030	.025	5°B	.....	112
18BT, 22B (1937)	Wau 6MZ	6-4⅛x4¾	Al	Top	40-1500	7°A	.....	.006	.008-.010	.012-.014	AC	D8-D10	18mm	.030	.025	7°B	.....	89
22BT, F23 (1937)	Con 20-R	6-4⅛x4¾	Al	Top	40-1500	5°B	1.9	.01365	.010-.012	.017-.018	AC	.....	18mm	.030	.025	.....	.....	.....
27DT (1937)	Con 21-R	6-4⅝x4¾	Al	Top	40-1500	5°B	1.9	.01365	.010-.012	.017-.018	AC	.....	18mm	.....	.....	.....	.....	.....
13B, F12 (1937-41)	Con A6244	6-3⅞x4¾	Al	Top	40-1500	5°B	1½B	.012	.010	.012	AC	D8-D10	18mm	.030	.025	5°B	1½B	.....
17B, 14BT, F12 (1937-41)	Con M6290	6-3⅝x4⅜	Al	Top	40-1500	5°B	1¾B	.012	.010	.012	AC	D8-D10	18mm	.030	.025	5°B	1¾B	.....
21B, F18 (1937-41)	Con E602	6-4⅛x4½	Al	Top	40-1500	8°B	2¾B	.012	.007	.012	AC	D8-D10	18mm	.033	.025	8°B	2¾B	102
26D, 18BT (1937-41)	Con E603	6-4⅛x4½	Al	Top	40-1500	8°B	2¾B	.012	.007	.012	AC	D8-D10	18mm	.030	.025	8°B	2¾B	99
22BT, F27 (1937-41)	Con 21R	6-4⅝x4⅝	Al	Top	40-1500	5°B	2B	.014	.012	.015	AC	D8-D10	18mm	.030	.025	10°B	3¼B	78
27DT, F35 (1937-41)	Con 22R	6-4⅝x5¼	Al	Top	40-1500	5°B	2B	.014	.012	.015	AC	D8-D10	18mm	.030	.025	10°B	3¼B	78
F14 (1937-39)	Con M6271	6-3⅝x4⅜	Al	Top	40-1500	5°B	1¾B	.....	.....	.....	AC	D8-D10	18mm	.030	.025	5°B	1¾B	.....
17BT, F19 (1937-41)	Con M6330	6-4x4½	Al	Top	40-1500	5°B	1¾B	.012	.010	.012	AC	D8-D10	18mm	.030	.025	5°B	1¾B	.....
F23 (1941)	Con 20R	6-4⅛x4¾	Al	Top	40-1500	5°B	2B	.014	.012	.015	AC	D8-D10	18mm	.030	.025	10°B	3¼B	.....
D18BT (1940-41)	Cum A600	6-4x5	CI	Top	40-1500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D27BT (1940-41)	Cum HB6	6-4⅞x6	CI	Top	40-1500	.....	.....	.....	.012	.012	.....	.....	.....	.....	.....	.....	.....	.....
DIAMOND T																		
211, 227, 243, 212A, 212B, 228, 401, 402, 404, 405 (1935-1938)	Her JXA	6-3⅝x4½	CI	Top	25-30	5°A	1½A	.006	.008	.010	AC	76	⅞	.027	.020	TC	TC	96½
220, 311, 221, 244, 313, 406, 507, 509, 611 (1935-38)	Her JXB	6-3⅝x4½	Al	Top	25-30	5°A	1½A	.006	.008	.010	AC	76	⅞	.027	.020	TC	TC	103
312, 351C, 320, 353, 607, 612, 613 (1935-38)	Her JXC	6-3¾x4½	Al	Top	25-30	5°A	1½A	.006	.008	.010	AC	76	⅞	.027	.020	TC	TC	102
352, 360, 614 (1935-38), 614, 614C (1939)	Her JXD	6-4x4½	Al	Top	25-30	5°A	1½A	.006	.008	.010	AC	76	⅞	.027	.020	TC	TC	109
412B (1935)	Her WXLC	6-4x4¾	Al	Top	25-30	2°A	½A	.010	.006	.010	AC	76	⅞	.027	.020	TC	TC	106
412DR, 512B, 512DR (1935-38), 803C, 804C (1939)	Her WXLC3	6-4½x4¾	Al	Top	25-30	2°A	½A	.010	.008	.010	AC	76	⅞	.027	.020	TC	TC	100
80, 301 (1936-38), 201, 201C (1939)	Her QXB3	6-3¼x4⅛	CI	Top	25-30	5°A	1½A	.006	.006	.009	AC	75	⅞	.027	.020	TC	TC	.....
304, 401 (1937-38), 305, 305C, 306, 306C (1939)	Her QXC3	6-3⅜x4⅞	Al	Top	25-30	5°A	1½A	.006	.006	.008	AC	75	⅞	.027	.020	TC	TC	.....
404, 404C (1939)	Her JXE3	6-3½x4¼	Al	Top	25-30	5°A	1½A	.....	.006	.008	AC	73	⅞	.027	.020	TC	TC	.....
406, 509, 509C (1939)	Her JXB	6-3⅝x4¼	Al	Top	25-30	5°A	1½A	.008	.008	.010	AC	73	⅞	.027	.020	TC	TC	.....
612, 612C (1939)	Her JXC	6-3⅝x4¼	Al	Top	25-30	5°A	1½A	.006	.008	.010	AC	73	⅞	.027	.020	TC	TC	.....
201 (1940-41)	Her QXB3	6-3¼x4⅛	CI	Top	25-35	5°A	1½A	.006	.006	.008	AC	44	14mm	.027	.020	TC	TC	.....
305, 306, 306SC (1940-41)	Her QXC3	6-3⅜x4⅛	Al	Top	25-35	5°A	1½A	.006	.006	.008	AC	44	14mm	.027	.020	TC	TC	.....
404, 404SC (1940)	Her JXE3	6-3½x4¼	Al	Top	25-35	2°A	¾A	.010	.006	.010	AC	44	14mm	.027	.020	TC	TC	.....
406, 509, 509C (1940-41)	Her JXB	6-3⅝x4¼	Al	Top	25-35	2°A	¾A	.010	.008	.010	AC	44	14mm	.027	.020	TC	TC	.....
612, 612C (1940-41)	Her JXC	6-3⅝x4¼	Al	Top	25-35	2°A	¾A	.010	.008	.010	AC	44	14mm	.027	.020	TC	TC	.....
614, 614C (1940-41)	Her JXD	6-4x4½	Al	Top	25-35	5°A	¾A	.010	.006	.010	AC	44	14mm	.027	.020	TC	TC	.....
404C (1940-41)	Her JXE3	6-3½x4¼	Al	Top	25-35	2°A	¾A	.010	.008	.010	AC	44	14mm	.027	.020	TC	TC	.....
803C, 804C, 805, 806 (1940-41)	Her WXLC3	6-4¼x4¾	Al	Tcp	25-35	5°A	1½A	.010	.006	.010	AC	44	14mm	.027	.020	TC	TC	.....
900 (1940-41)	Her RXLC3	6-4⅝x5¼	Al	Top	25-35	2°A	¾A	.010	.006	.010	AC	44	14mm	.027	.020	TC	TC	.....
DODGE																		
KC, KCL, KH, Series LC	Own 201 cu.in.	6-3½x4⅜	Al	Top	30-40-30	8°A	2½A	.011	.006	.008	AC	K9	14mm	.025	.020	3°A	1¼A	.....
K32, K33, K34	Own 217 cu.in.	6-3½x4⅝	As	Top	30-40-30	6°A	2½A	.011	.006	.008	AC	K9	14mm	.025	.020	2°A	¾A	.....
K35, K36, K37, K38, K45, K46, K47, K48	Own 241 cu.in.	6-3⅝x4½	Al	Top	30-40-30	TC	TC	.011	.006	.008	AC	K9	14mm	.025	.020	TC	TC	.....
K50, K51, K52, K70, K71, K72	Own 309 cu.in.	6-3⅝x5	As	Top	30-40-30	6°A	2½A	.010	.008	.010	AC	K9	14mm	.025	.020	4°B	1½B	.....
LE Series	Own 201 cu.in.	6-3½x4⅜	Aa	Top	30-40-30	6°A	2½A	.011	.006	.010	AC	K9	14mm	.025	.020	3°A	1¼A	.....
LF Series	Own 217 cu.in.	6-3½x4⅝	Aa	Top	30-40-30	6°A	2½A	.011	.006	.010	AC	K9	14mm	.025	.020	2°A	¾A	.....
LG, LH Series	Own 241 cu.in.	6-3⅝x4½	Al	Top	30-40-30	TC	TC	.010	.006	.010	AC	K9	14mm	.025	.020	TC	TC	.....
K50V, K51V, K52V, K60V, K61V, K62V	Own 309 cu.in.	6-3⅝x5	As	Top	30-40-30	6°A	2½A	.010	.008	.010	AC	K9	14mm	.025	.020	3°B	1½B	.....
MC, RC (1937-38)	Own 218 cu.in.	6-3⅝x4⅛	Aa	Top	30-40-30	TC	TC	.014	.008	.012	Ch	J8	14mm	.025	.020	TC	TC	.....
RD, MD Series (1937-38)	Own 218 cu.in.	6-3⅝x4⅛	Aa	Top	30-40-30	TC	TC	.014	.008	.012	Ch	J8	14mm	.025	.020	TC	TC	.....
RE, ME Series (1937-38)	Own 218 cu.in.	6-3⅝x4⅛	Aa	Top	30-40-30	TC	TC	.014	.008	.012	Ch	J8	14mm	.025	.020	4°B	1½B	.....
RF, MF Series (1937-38)	Own 228 cu.in.	6-3⅞x4¼	Aa	Top	30-40-30	TC	TC	.014	.008	.012	Ch	J8	14mm	.025	.020	4°B	1½B	.....
RG, RH, MG, MH Series (1937-38)	Own 241 cu.in.	6-3⅝x4½	Aa	Top	30-40-30	TC	TC	.014	.008	.012	Ch	J8	14mm	.025	.020	6°B	2½B	.....
RL, RK, RO, RP, ML, MK Series (1937-38)	Own 333 cu.in.	6-3¾x5	Aa	Top	30-40-30	6°A	2½A	.011	.008	.012	Ch	J8	14mm.	.025	.020	6°B	2½B	.....
TC (1939)	Own 201 cu.in.	6-3½x4⅜	Aa	Top	30-40-30	6°A	2½A	.014	.006	.010	Al	A7	14mm	.025	.020	TC	TC	110
TD (1939)	Own 218 cu.in.	6-3½x4⅝	As	Top	30-40-30	6°A	2½A	.014	.006	.010	Ch	J8	14mm	.025	.020	TC	TC	108
TE (1939)	Own 218 cu.in.	6-3⅝x4⅛	Aa	Top	30-40-30	8°B	3A	.014	.008	.012	Ch	J8	14mm	.025	.020	2°B	¾B	115

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ENGINE SERVICE SPECIFICATIONS—Continued

(Key to Abbreviations on pages 34 and 35)

TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After °TC	Intake Valve Opens B-Before A-After Flywheel Teeth TC	Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE (Hot unless noted) Intake	OPERATING TAPPET CLEARANCE (Hot unless noted) Exhaust	SPARK PLUG Make	SPARK PLUG Type	SPARK PLUG Size	SPARK PLUG Gap	Breaker Point Gap	Spark Occurs °TC B-Before A-After	Spark Occurs Fly-Wheel Teeth °TC B-Before A-After	Comp. Pressure at Cranking Speed
DODGE—Continued																		
TF (1939)	Own 228 cu.in.	6-3⅜x4¼	Aa	Top	30-40-30	8°B	3A	.014	.008	.012	Ch	J8	14mm	.025	.020	4°B	1½B	115
TG, TH (1939)	Own 241 cu.in.	6-3⅜x4½	Aa	Top	30-40-30	8°B	3A	.014	.008	.012	Ch	J8	14mm	.025	.020	6°B	2½B	115
TL, TK (1939)	Own 331 cu.in.	6-3¾x5	As	Top	30-40-30	6°A	2A	.014	.008	.012	Al	A7	14mm	.025	.020	2°B	¾B	88
TLD, TKD (1939)	Own 331 cu.in.	6-3¾x5	As	Top	30-40-30	31°B		.017	.013	.013			Die sel					
VC (1940)	Own 201 cu.in.	6-3½x4⅜	AlTp	Top	30-40-30	6°A	2½A	.014	.006	.010	Al	A7	14mm	.025	.020	TC	TC	115
VD (1940)	Own 218 cu.in.	6-3¼x4⅜	As	Top	30-40-30	6°A	2½A	.014	.006	.010	Al	A7	14mm	.025	.020	TC	TC	113
VF, VM (1940)	Own 228 cu.in.	6-3⅜x4¼	AlTp	Top	30-40-30	12°B	5B	.014	.008	.012	Al	A7	14mm	.025	.020	TC	TC	120
VG, VH (1940)	Own 241 cu.in.	6-3⅜x4½	AlTp	Top	30-40-30	12°B	5B	.014	.008	.012	Al	A7	14mm	.025	.020	TC	TC	120
VL, VK, WL, WK (1940-41)	Own 331 cu.in.	6-3¾x5	As	Top	30-40-30	6°A	2½A	.014	.008	.012	Ch	J8	14mm	.025	.020	2°A	¾A	96
VLD, VKD, WLD, WKD (1940-41)	Own 331 cu.in.	6-3¾x5	As	Top	30-40-30	31°B	15B	.017	.013	.013			Die sel					
WC (1941)	Own 201 cu.in.	6-3½x4⅜	Al	Top	30-40-30	9°B		.014	.008	.010	Al	A7A	14mm	.025	.020	TC	TC	115
WD (1941)	Own 218 cu.in.	6-3¼x4⅜	Al	Top	30-40-30	9°B		.014	.008	.010	Al	A7A	14mm	.025	.020	TC	TC	113
WF, WFM (1941)	Own 228 cu.in.	6-3⅜x4¼	Al	Top	30-40-30	12°B	5B	.014	.008	.012	Al	A7A	14mm	.025	.020	TC	TC	120
WG, WH, WGM, WHM (1941)	Own 241 cu.in.	6-3⅜x4½	Al	Top	30-40-30	12°B	5B	.014	.008	.012	Al	A7A	14mm	.025	.020	TC	TC	120
FEDERAL																		
15X, 15, 15K, 75, 75H, 75K	Her JXA	6-3⅜x4¼		Top	25-1500	5°A	1½A	.006	.008	.010	AC		⅞	.025	.020	TC	TC	
18X, 18K, 20, 20K, 21, 22, 80, 80H, 80K	Her JXB	6-3⅜x4¼		Top	25-1500	5°A	1½A	.006	.008	.010	AC		⅞	.025	.020	TC	TC	
25, 25K, 85, 85H, 85K	Her JXC	6-3¾x4¼		Top	25-1500	5°A	1½A	.006	.008	.010	AC		⅞	.025	.020	TC	TC	
30	Wau 6MS	6-3¼x4¾	Cl	Top	35-1500	8°A	3A	.004	.010	.012	AC	86	18mm	.025	.020	TC	TC	80
40, 40F	Wau 6MK	6-4⅛x4¾	Cl	Top	35-1500	8°A	3A	.004	.010	.012	AC	86	18mm	.025	.020	TC	TC	80
50, 50F	Wau 6MZ	6-4¼x4¾	Cl	Top	35-1500	8°A	3A	.004	.010	.012	AC			.025	.020	TC	TC	80
63, 66, C7, C8, C7W, C8W, C8H	Wau 6SRK	6-4⅝x5½		Top	35-1500	10°A	3½A	.004	.010	.012	AC	⅞	⅞	.025	.020	TC	TC	80
DM (1936)	Con W10	4-3⅞x4¼									AC			.025	.020	TC	TC	
10	Her OOB	4-3¾x4½		Top	16-1100	5°A		.008	.008	.012	AC	⅞	⅞	.025	.020	TC	TC	
28	Her JXC	6-3¾x4¼		Top	26-2600	5°A			.008	.010	AC	⅞	⅞	.025	.020	TC	TC	
29, 29K, 87H, 88, 89K	Her JXD	6-4x4¼		Top	26-2600	5°A			.008	.010	AC	⅞	⅞	.025	.020	TC	TC	
40DR	Wau 6MK	6-4⅛x4¾	Cl		35-1500	8°A	3A		.008	.016	AC		⅞	.025	.020	TC	TC	
T10B, T10W	Con 18R	6-4x4½		Top	35-1500						AC		⅞	.025	.020	TC	TC	
X8RDR-X8R, 7, 7M	Wau 6SRK	6-4⅝x5½		Top	35-1500	10°A	3A	.004	.008	.016	AC	⅞	⅞	.025	.020	TC	TC	80
9	Con 4140	4-3⅞x4⅜	Cl	Top	25-1500	TC	TC	.014	.010	.012	AC	86	18mm	.025	.020	TC	TC	
11, 11K, 11H	Her QXB3	6-3½x4⅛		Top	25-1500				.006	.008	AC		⅞	.025	.020	TC	TC	
12K, 14K	Her QXC3	6-3⅝x4½	Al	Top	25-1500			.008	.006	.008	AC		⅞	.025	.020	TC	TC	
62, 65	Con 22R	6-4½x5¼	Al	Top	25-1500			.014	.013	.018	AC	86	18mm	.025	.020	TC	TC	78
8, 11, M8, M11 (1940-41)	Her QXB	6-3½x4½	Cl	Top	40-2500	5°B		.008	.006	.008	AC	44	14mm	.025	.020	10°B	3B	
12, 14, M12, M14 (1940)	Her QXC	6-3⅝x4½	Cl	Top	40-2500	5°B		.006	.006	.008	AC	44	14mm	.025	.020	10°B	3B	
15, 75 (1940)	Her JXA	6-3⅜x4¼	Al	Top	40-2500	5°A		.008	.006	.006	AC	44	14mm	.025	.020	10°B	3B	98
18, 20, 80 (1940-41)	Her JXB	6-3⅝x4¼	Al	Top	40-2500	5°A		.008	.006	.006	AC	44	14mm	.025	.020	10°B	3B	98
25, 85 (1940-41)	Her JXC	6-3¾x4¼	Al	Top	40-2500	5°A		.008	.006	.006	AC	44	14mm	.025	.020	10°B	3B	98
29, 29H, 89, 89H (1940-41)	Her JXD	6-4x4¼	Al	Top	40-2500	5°A		.008	.006	.006	AC	44	14mm	.025	.020	10°B	3B	98
40 (1940)	Wau 6MKR	6-4⅛x4¾	Al	Top	35-1500	8°A	3A	.004	.010	.012	AC	84	18mm	.025	.020	3°B	1B	
50, 50H (1940)	Wau 6MZR	6-4¼x4¾	Al	Top	35-1500	8°A	3A	.004	.010	.012	AC	84	18mm	.025	.020	3°B	1B	
63, 66 (1940-41)	Wau 6SRK	6-4⅝x5½	Al	Top	35-1500	10°A	3A	.004	.010	.012	AC	73		⅞	.025	.020	10°B	3B
62, 65 (1940-41)	Con 22R	6-4½x5¼	Al	Top	30-1000			.014	.012	.012	AC	83		⅞	.025	.020	15°B	
16, 76 (1941)	Her JXF	6-3⅛x4¼	Al	Top	40-2500	5°A		.008	.006	.006	AC	44	14mm	.025	.020	10°B	3B	
17, 77 (1941)	Her JXG	6-3⅛x4¼	Al	Top	40-2500	5°A		.008	.006	.006	AC	44	14mm	.025	.020	10°B	3B	
35, 90 (1941)	Her WXC3	6-4¼x4½	Al	Top	40-2500	2°A		.010	.008	.010	AC	44	14mm	.025	.020	TC	TC	
45, 55, 92, 94 (1941)	Her WXLC3	6-4¼x4¾	Al	Top	40-2500	2°A		.010	.008	.010	AC	44	14mm	.025	.020	TC	TC	
FORD																		
51, V8 (1935-36)	Own	8-3⅛x3¾	CA	Top	30-2000	9½°B	3B		Y	Y	Y	Ch	7	18mm	.025	YY	4°B	1¼B	90
75, V8 (1937)	Own	8-2.6x3.2	St	Top	30-3200	9½°B			Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		110
79 V8 (1937)	Own	8-3⅛x3¾	St	Top	30-2000	9½°B			Y	Y	Y	Ch	H10	18mm	.025	YY	4°B		100
81T, 817T, 81Y, 81C (1938)	Own	8-3⅛x3¾	CA	Top	30-2000	TC	TC		Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		100
82Y, 82C (1938)	Own	8-2.6x3.2	CA	Top	30-2000	9½°B			Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		105
91T, 917T, 911W, 91W, 917W, 91Y, 91C (1939)	Own	8-3⅛x3¾	CA	Top	30-2000	TC	TC		Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		100
99T, 997T, 991W, 99W, 997W (1939)	Own	8-3⅛x3¾	CA	Top	30-2000	TC	TC		Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		100
92Y, 922C, 02D, 02Y, 022C (1939-40)	Own	8-2.6x3.2	St	Top	30-2000	9½°B			Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		105
018T, 01T, 01W, 011W, 01D, 01Y, 01C (1940)	Own	8-3⅛x3¾	St	Top	30-2000	TC	TC		Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		100
098T, 09T, 09W, 091W (1940)	Own	8-3⅛x3¾	St	Top	30-2000	TC	TC		Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		100
118T, 11T, 11W, 111W, 11D, 11Y, 11C, 11U (1941)	Own	8-3⅛x3¾	St	Top	30-2000	TC	TC					Ch	H9	14mm	.032	YY	4°B		100
119T, 19T, 19W, 191W, 19U, 198T (1941)	Own	8-3⅛x3¾	St	Top	30-2000	TC	TC					Ch	H9	14mm	.032	YY	4°B		100
IND, INY, INC (1941)	Own	4-3⅛x3¾	St	Top	30-2000	TC	TC					Ch	H9	14mm	.032	YY	4°B		105
FWD																		
H3, T26	Wau 6BK	6-3¾x4¼	Al	Top	40-45	TC	TC	.010	.011	.015	Ch	6 COM	18mm	.025	.015	8°B		112
HG, HM, HH6	Wau 6MK	6-4⅛x4⅝	Al	Top	40-45	8°A	3A	.004	.010	.016	Ch	6 COM	18mm	.025	.015	3°B		80
SUA, SU	Wau 6SRL	6-4⅜x5½	Al	Top	40-45	10°A	3A	.004	.010	.018	Ch	O	⅞	.025	.015	3°B		
YU, MJ5, MJ6x6	Wau 6SRK	6-4⅝x5½	Al	Top	40-45	10°A	3A	.004	.010	.018	Ch	O	⅞	.025	.015	3°B		90
MJ6	Wau 6-125	6-4⅜x5½	Al	Top	40-45	42°B	15B	.008	.012	.020	Ch	J8	14mm	.025	.015	3°B		96
M10	Her HXE	6-5¾x5	Al	Top	40-45	5°B		.010	.010	.016	Ch	O	⅞	.025	.015	3°B		
M7, M6x6	Wau 6RB	6-4⅝x5½	Al	Top	40-45	10°A	4A	.008	.008	.012	Ch	O	⅞	.025	.015	3°B		90
HG, HM, HH6, T32 (1939)	Wau MKR	6-4⅛x4¾	Al	Top	35-1000	8°A	3A	.004	.009	.013	Ch	6COM	18mm	.025	.015			
CUA, CU (1939)	Wau MZR	6-4¼x4¾	Al	Top	35-1000	8°A	3A	.004	.009	.013	Ch			.025	.015			
SUA, SU (1939)	Wau RLR	6-4⅜x5½	Al	Top	35-1000	8°A	3A	.004	.009	.017	Ch			.025	.015			
YU, MJ5, MJ6, MJ6x6, T40 (1939)	Wau SRKR	6-4⅝x5½	Al	Top	35-1000	8°A	3A	.004	.009	.017	Ch			.025	.015			
M7, M6x6, T60, T65 (1939)	Wau RBR	6-5x5¾	Al	Top	35-1000	10°A	4A	.008	.007	.009	Ch			.025	.015			
GENERAL MOTORS																		
T84, T78, T78T (1935)	Own 450	6-4⅝x5	Al	Top	42–	8°B		.012	.012	.012	AC	G9	18mm	.035	Z	17°B		
T83, T75, T75H (1935)	Own 400	6-4⅛x5	Al	Top	42–	8°B		.012	.012	.012	AC	G9	18mm	.035	Z	17°B		
T51, T51W, T74, T74H (1935)	Own 331	6-3¾x5	Al	Top	35–	9°A		.012	.012	.012	AC	G9	18mm	.035	Z	17°B		
T43, T73, T73H (1935)	Own 257	6-3⅛x4⅝	Al	Top	30–	4°B		.012	.012	.012	AC	G9	18mm	.035	Z	15°B		
T16 (1935)	Olds 6	6-3⅛x4⅛	Al	Top	30–	5°B		.010	.010	.010	AC	G9	18mm	.035	Z			
T18H (1936)	Own 239	6-3⅛x4⅝	Al	Top	30–	4°B		.012	.012	.012	AC	K7	14mm	.025	Z	15°B		
T18, T23 (1935)	Own 221	6-3⅛x4⅝	Al	Bot	30–	4°B		.012	.012	.012	AC	G9	18mm	.035	Z	15°B		
T23H, T33 (1935)	Own 257	6-3⅛x4⅝	Al	Top	30–	4°B		.012	.012	.012	AC	K7		.035	Z	15°B		
T33, T33H, (1936)	Own 286	6-3⅝x4⅝	Al	Top	30–	4°B		.012	.012	.012	AC	K7	14mm	.025	Z	15°B		
T46H, T46 (1935)	Own 331	6-3¾x5	Al	Top	35–	9°A		.012	.012	.012	AC	G9	18mm	.035	Z	17°B		
T61 (1935)	Own 400	6-4⅛x5	Al	Top	42–	8°B		.012	.012	.012	AC	G9	18mm	.035	Z	17°B		
T61H, T61 (1936)	Own 400	6-4⅛x5	Al	Top	42–2300	8°B		.012	.012	.012	AC	G9	18mm	.035	Z			
T14, T16, T16H (1936)	Olds 6	6-3⅛x4⅛	Al	Top	30–	5°B		.008	.008	.010	AC	G9	18mm		Z			106
T18 (1936)	Own 239	6-3⅛x4⅝	Al	Top	30–	4°B		.012	.012	.012	AC	K7	14mm	.025	Z	15°B		
T46, T74 (1936)	Own 331	6-3¾x5	Al	Top		18°A		.012	.012	.012	AC	G9	18mm	.035	Z			
T23, T73, T73H (1936)	Own 257	6-3⅛x4⅝	Al	Top	30–	4°B		.012	.012	.012	AC	G9	18mm	.035	Z			
T74H (1936)	Own 331	6-3¾x5	Al	Top	35–	4°B		.012	.012	.012	AC	G9	18mm	.035	Z			
T75 (1936)	Own 400	6-4⅛x5	Al	Top	42–	8°B		.012	.012	.012	AC	G9	18mm	.035	Z			
T78 (1936)	Own 450	6-4⅝x5	Al	Top	42–	8°B		.012	.012	.012	AC	G9	18mm	.035	Z			
T14, T16, F16, T16H, F16H (1937)	Olds 6	6-3⅛x4⅛	Aa	Top	30–	5°B		.008	.008	.011	AC	K9	18mm	.033	D	2°B		110
T18, F18, T18H, F18H (1937)	Own 239	6-3⅛x4⅝	Al	Top	35–	4°B		V	V	V	AC	K7	14mm	.035	Z	15°B		
T23, F23, T23H, F23H (1937)	Own 257	6-3⅛x4⅝	Al	Top	30–	4°B		V	V	V	AC	K7	14mm	.035	Z	15°B		

ENGINE SERVICE SPECIFICATIONS—Continued

(Key to Abbreviations on pages 34 and 35)

TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After °TC	Intake Valve Opens B-Before A-After Flywheel Teeth TC	Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE (Hot unless noted) Intake	Exhaust	SPARK PLUG Make	Type	Size	Gap	Breaker Point Gap	Spark Occurs °TC B-Before A-After	Spark Occurs Fly-Wheel Teeth °TC B-Before A-After	Comp. Pressure at Cranking Speed
GENERAL MOTORS—Continued																		
T33, F33, T33H, F33H (1937)	Own 286	6–3⅝x4⅝	Al	Top	30–	4°B		V	V	V	AC	K7	14mm	.035	Z	15°B		
T46, F46 (1937)	Own 331	6–3¾x5	Al	Bot	42–2400	8½°A		V	V	V	AC	K7	14mm	.035	Z	15°B		
T46, 400, F46 (1937)	Own 400	6–4⅛x5	Al	Top	42–	8½°A		V	V	V	AC	K7	14mm	.035	Z	15°B		
T61, F61 (1937)	Own 400	6–4⅛x5	Al	Top	42–	8½°A		.008	V	V	AC	K7	14mm	.035	Z	15°B		
T61, F61 (1937)	Opt 450	6–4⅝x5	Al	Top	42–	8°B		.008	V	V	AC	K7	14mm	.035	Z	15°B		
T61H, F61H (1937)	Own 400	6–4⅛x5	Al	Top	42–	8°A		.008	V	V	AC	K7	14mm	.035	Z	15°B		
T61H, F61H (1937)	Opt 450	6–4⅝x5	Al	Top	42–	8°B		.008	V	V	AC	K7	14mm	.035	Z	15°B		
T14, T145, T15, T155 (1938)	Own 223	6–3⅛x4	CI	Top	35–45	5°B		.0125	.012	.012	AC	45	14mm	.030	D	5°B		
T16, T16H, F16, F16H (1938)	Own 230	6–3⅛x4⅛	Aa	Top	28–35	5°B		.008	.011	.011	AC	45	14mm	.030	D	TC	TC	
T18, F18, T18H, F18H (1938)	Own 239	6–3⅜x4⅝	Al	Top	35–	4°B		.012	V	V	AC	K7	14mm	.035	D	15°B		
T23, T23H, F23, F23H (1938)	Own 257	6–3⅛x4⅝	Al	Top	35–	4°B		.012	V	V	AC	K7	14mm	.035	D	15°B		
T33, T33H, F33, F33H (1938)	Own 286	6–3⅝x4⅝	Al	Top	35–	4°B		.012	V	V	AC	K7	14mm	.035	D	15°B		
T46, F46 (1938)	Own 331	6–3¾x5	Al	Top	42–2400	18°A		.012	V	V	AC	K7	14mm	.035	Z	15°B		
T61, T61H, F61, F61H (1938)	Own 400	6–4⅛x5	Al	Top	42–45	18°A		.012	V	V	AC	K7	14mm	.035	Z	15°B		
AC100, CC100, AC150, CC150, AC200, CC200, AC250, CC250 (1939–41)	Own 228	6–3⅛x3 11/16	Al	Top	40–1000	28°B	10½B		.006	.013	AC	44	14mm	.035	D			
AC300, CC300, AF300, AC350, CC350, AF350 (1939–41)	Own 228	6–3⅛x3 11/16	Al	Top	40–1000	28°B	10½B		.006	.013	AC	44	14mm	.025	D	TC	TC	
AC400, AF400, CC400, CF400, AC450, CC450, CF450, AF400 (1939–41)	Own 248	6–3 11/16x3 11/16	Al	Top	40–1000	28°B	10½B		.006	.013	AC	44	14mm	.025	D			
AC500, AF500, AC550, AF550 (1939–40)	Own 278	6–3⅝x4½	Al	Top	40–1000	4°B			.012	.012	AC	44	14mm	.025	D			
AC600, AF600, AC650, AF650 (1939–40)	Own 308	6–3 11/16x4½	Al	Top	40–1000	4°B			.012	.012	AC	44	14mm	.025	D			
AC700, AF700 (1939–40)	Own 361	6–4⅛x4½	Al	Top	40–1000	8°B			.012	.012	AC	44	14mm	.025	D			
AC800, AF800 (1939–40)	Own 426	6–4½x5	Al	Top	40–1000	8°B			.012	.012	AC	44	14mm	.025	D			
AC850, AF850 (1939–40)	Own 451	6–4⅝x5	Al	Top	40–1000	8°B			.012	.012	AC	44	14mm	.025	D			
GRAMM																		
15 (1937-39), 11, 21 (1940)	Her QXB	6–3¼x4⅛	CI	Top	26–2600	5°A		.006	.008	.010	Ch	3 COM	⅞	.025	.020			103
25, 30 (1937-39)	Her JXA	6–3⅝x4¼	CI	Top	26–2600	5°A		.008	.008	.010	Ch	3 COM	⅞	.025	.020			110
40, 45, 50 (1937-39), 46, 56 (1940-41)	Her JXB	6–3⅝x4¼	CI	Top	26–2600	5°A		.008	.008	.010	Ch	3 COM	⅞	.025	.020			102
55, 70 (1937-39), 71 (1940-41)	Her JXC	6–3¾x4¼	Al	Top	26–2600	5°A		.008	.008	.010	Ch	3 COM	⅞	.025	.020			101
75, 85 (1937-39), 76, 86 (1940-41)	Her JXD	6–4x4¼	Al	Top	26–2600	5°A		.008	.008	.010	Ch	3 COM	⅞	.025	.020			101
DJX55, DJX40, DJX70 (1937-39), D46, D56 (1940-41)	Her DJXB	6–3½x4½	Al	Top	40–2000	12°B		.016	.016	.016	No	Die sel						150
DJX75, DJX85 (1937-39), D71 (1940-41)	Her DJXC	6–3¾x4½	Al	Top	40–2000	12°B		.016	.016	.016	Die	sel						150
31, 41 (1940-41)	Her QXC	6–3⅝x4⅛	CI	Top	26–2600	5°A		.006	.008	.010	Ch	3 COM	⅞	.025	.020			103
96 (1940-41)	Her WXLC3	6–4¼x4¾	Al	Top	26–2600	2°A		.010	.006	.010	Ch	3 COM	⅞	.025	.020			106
D76 (1940-41)	Bud 6DT317	6–3⅝x5⅛	Al	Top	35–1500	20°B		.016	.016	.016	Die	sel						150
D86, D96 (1940-41)	Bud 6DT389	6–3⅞x5½	Al	Top	35–1500	12°B		.016	.016	.016	Die	sel						150
HUG																		
15	Wau 6BL	6–3⅛x4¼	CI	Top	30–1000	TC	TC	.010	.006–.003	.010–.012	Ch	COM 7	18mm	.025	H	25°B	8B	112
19 (1939), 19W, 83W (1940)	Wau 6BK	6–3¾x4¼	CI	Top	40–1500	TC	TC	.010	.010-12	.014-16	Ch	COM 7	18mm	.025	H	25°B	8B	112
23	Bud H298	6–3¾x4½	CI	Top	30–1000	TC	TC	.006	.006H	.003H	Ch	COM 7	18mm	.025	H	27°B	9⅛B	83
42, 70	Bud K369	6–4⅛x4¾	SS	Top	30–1000	TC	TC	.006	.006H	.003H	Ch	COM 7	18mm	.025	H	30°B	10⅛B	82
43A, 43T, 87K, 87Q, 43-4, 87K4	Bud K428	6–4⅜x4¾	SS	Top	30–1000	TC	TC	.006	.006H	.003H	Ch	COM 7	18mm	.025	H	27°B	9⅛B	84
43L, 97L, 97LD, 87Q4	Bud L525	6–4½x5½	SS	Top	30–1000	TC	TC	.006	.006H	.003H	Ch	COM 7	18mm	.025	H	22°B	7¾B	83
99	Bud GF6	6–4¾x6	CI	Bot	30–1000	5°A	2¼A	.010	.010C	.016C	Ch	COM 7	18mm	.025	H	20°B	8¾B	72
15W (1940-41)	Wau 6BM	6–3⅝x4¼	CI	Top	40–1500	TC	TC	.010	.010-12	.014-16	Ch	COM 7	18mm	.025	.025	25°B	8°B	112
23W, 85W (1940-41)	Wau 6BZ	6–4x4¼	CI	Top	40–1500	TC	TC	.010	.010-12	.014-16	Ch	COM 7	18mm	.025	.025	25°B	8°B	112
42W, 87W (1940-41)	Wau 6MZR	6–4¼x4¾	CI	Top	40–1500	8°A	3A	.004	.010-12	.014-16	Ch	COM 7	18mm	.025	.025	25°B	8°B	90
43W, 46-4 (1940-41)	Wau 6GAL	6–5x5½	CI	Top	40–1500	TC	TC	.008	.010-12	.014-16	Ch	COM 7	18mm	.025	.025	25°B	8°B	112
44-4 (1940-41)	Wau 6SRLR	6–4⅜x5½	CI	Top	40–1500	10°A	3A	.004	.008-10	.016-18	Ch	COM 2	⅞	.025	.025	22°B	7B	90
45-4 920 (1940-41)	Wau 6SRKR	6–4⅝x5⅛	CI	Top	40–1500	10°A	3A	.004	.008-10	.016-18	Ch	COM 2	⅞	.025	.025	22°B	7B	80
98, 99, 99S, 98CD, 98MB (1940-41)	Wau 6RBR	6–5x5¾	Al	Top	40–1500	10°A	4A	.008	.008-8	.010-12	Ch	COM 1	⅞	.025	.025	17°B	6B	78
23W, 85W (1941)	Wau 6BZ	6–4x4¼	CI	Top	40–1500	TC	TC	.010	.010-12	.014-16	Ch	COM 7	18mm	.025	.025			90
INDIANA																		
84, 85, 86, 87	Her JXB	6–3⅝x4¼	Al	Top	26–2600	5°A	1½A	.010	.008	.010	....	COM 1	⅞	.022	E	TC	TC	87
95, 95DR, 95SW75, 95SBT151	Her JXC	6–3¾x4¼	Al	Top	26–2600	5°A	1½A	.010	.008	.010	....	COM 1	⅞	.022	E	TC	TC	414
17, 17DR, 17SW251, 17SBT251, 19DR	Her YXC	6–4⅜x4¾	Al	Top	26–2600	2°A	¾A	.012	.010	.012	....	COM 1	⅞	.022	E	TC	TC	91
17A, 17ADR, 17ASW251	Her WXC	6–4x4½	Al	Top	26–2600	2°A	¾A	.012	.010	.012	....	COM 1	⅞	.022	E	TC	TC	92
84	Her OOB	4–3⅜x4½	Al	Top	26–2400	5°A	1½A	.010	.008	.010	....	COM 1	⅞	.022	E	TC	TC	....
INTERNATIONAL																		
CI, C15, C30, CS30, C30S	Own HD3	6–3⅛x4⅛	CI	Top	25–600	TC	TC	.010	.010	.010	AC	G9	18mm	K	D	8°B	1¾B	95
A1, A2, B2, M2, M3, C10, C20, CS20	Wau XAH	4–3⅝x4½	CI	Bot	20–2200	10°A	3A	.004	.005	.007	AC	A8	⅞	K	D	5°B	1⅛B	72
B3	Own FAB2	6–3⅛x4	CI	Bot	40–1400	10°A	3A	.024	.015	.015	AC	A8	⅞	K	D	5°B	1⅛B	93
C5	Wau FK	4–3¼x4	CI	Top	20–600						Ch	C7	18mm					
C35, C35B, CS35, CS35B, C35T, CS35T, B4, C40, CS40, C40T, C40F	Own FAB3	6–3⅛x4	CI	Bot	40–1400	10°A	3A	.024	.015	.015	AC	A8	⅞	K	D	5°B	1½B	93
A4, A5, A6, C50, C50T	Own FBB	6–3⅝x4½	Al	Bot	40–1800	10°A	3½A	.016	.015	.015	AC	A8	⅞	K	D	10°B	3½B	76
C55, C55F, C55T, C60, C60T	Own FBB3	6–3¾x4½	Al	Top	40–1800	10°A	3½A	.016	.015	.015	AC	A8	⅞	K	D	10°B	3½B	92
A7, A7F	Own FDB	6–4⅛x5½	CI	Bot	40–1800	10°A	4⅛A	.011	.011	.013	AC	A8	⅞	K	D	5°B	2⅛B	70
A8	Own FEB	6–5x5½	CI	Bot	40–1700	10°A	4⅛A	.011	.011	.013	AC	A8	⅞	K	D	5°B	2⅛B	....
D2, D15	Own HD213	6–3⅛x4⅛	CI	Top	25–600	TC	TC	.010	.010-12	.012-14	AC	D7	18mm	K	D	6°B	1¾B	93
D30, D530, D30B, DS30B, D300, DS300, D186T, DS186T	Own HD232	6–3⅛x4½	CI	Top	25–600	TC	TC	.010	.010-12	.012-14	AC	D7	18mm	K	D	6°B	1¾B	93
D35, DS35, D35B, D216T	Own FAB241	6–3⅝x4½	Al	Top	40–800	10°A		.024	.015	.015	AC	A6	⅞	K	D	3°B	1B	94
D40	Own FAB259	6–3½x4½	Al	Top	40–1200	10°A		.024	.015	.015	AC	A6	⅞	K	D	3°B	1B	99
D50, D246T, D246F, D500	Own FBB298	6–3¾x4½	Al	Top	40–1600	10°A		.016	.015	.015	AC	A9	⅞	K	D	10°B	3½B	92
D60, DR60	Own FBB361	6–4⅛x4½	Al	Top	40–1400	5°A		.016	.015	.015	AC	A9	⅞	K	D	10°B	3½B	89
DR70, DR346T, D346F, D700	Own FBB401	6–4⅜x5	Al	Top	40–1400	5°A		.016	.015	.015	AC	A9	⅞	K	D	6°B	3½B	92
DR426F	Own FBB450	6–4½x5	Al	Top	40–1400			.016	.015	.015	AC	A9	⅞	K	D	10°B	3½B	89
AR626F	Own FEB648	6–5x5½	Al	Top	40–1100	7½°A		.011	.011	.013	AC	A8	⅞	K	D	5°B	2°B	68
K1, K2, K3, K4, KS-4, K5, KS-5	Own GRD175	6–3x4⅛	CI	Top	25–600	10°B		.020	.015	.017	AC	87S	18mm	R	D	4°B		104
K1, K2, K3, K4, KS-4	Own GRD214	6–3⅛x4⅛	CI	Top	25–600	10°B		.020	.015	.017	AC	87S	18mm	R	D	4°B		107
K5, KS-5, K5COE	Own GRD233	6–3⅛x4½	CI	Top	25–600	10°B		.020	.015	.017	AC	87S	18mm	R	D	4°B		108
K6, K6-T, K6-F	Own FAC241	6–3⅝x4½	Al	Top		10°A		.023	.015 .018	.015 .018*	AC	75	⅞	R	D	3°B		95
K7, K7-COE	Own FAC259	6–3½x4½	Al	Top		10°A		.023	.015 .018	.015 .018*	AC	75	⅞	R	D	3°B		99
K8, K8-T, K8-F	Own FBC318	6–3⅞x4½	Al	Top		5°A		.016	.015 .018	.015 .018*	AC	75	⅞	R	D	10°B		95
K-10	Own FBC361	6–4⅛x4½	Al	Top		5°A		.016	.015 .018	.015 .018*	AC	75	⅞	R	D	10°B		89
KR11, KR11-T, K-11-F, KR11-COE	Own FBC401	6–4⅜x5	Al	Top		5°A		.016	.015 .018	.015 .018*	AC	75	⅞	R	D	6°B		99
K12-F	Own FBC450	6–4⅝x5	Al	Top		5°A		.016	.015 .018	.015 .018*	AC	75	⅞	R	D	10°B		89

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ENGINE SERVICE SPECIFICATIONS—Continued

(Key to Abbreviations on pages 34 and 35)

TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After		Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE (Hot unless noted)		SPARK PLUG				Breaker Point Gap	Spark Occurs °TC B-Before A-After	Spark Occurs Fly-Wheel Teeth °TC B-Before A-After	Comp. Pressure at Cranking Speed
						°TC	Flywheel Teeth TC		Intake	Exhaust	Make	Type	Size	Gap				
KENWORTH																		
88, 89, 89SBT, 89SW, 90	Her JXC	6-3⅜x4¼		Top	26-2600	5°A		.008	.006	.006	Ch	1 COM	⅞	.025	.020	TC		
127	Her WXC	6-4x4½		Top	26-2600	2°A		.010	.006	.010	Ch	1 COM	⅞	.025	.020	TC		
128	Her WXC2	6-4⅛x4½		Top	26-2600	2°A		.010	.006	.010	Ch	1 COM	⅞	.025	.020	TC		
146B	Bud K393	6-4⅜x4¾																
186	Her YXC2	6-4½x4¾		Top	26-2600	2°A		.010	.006	.010	Ch	1 COM	⅞	.025	.020	TC		
241	Her RXB	6-4½x5¼	Al	Top	26-2600	2°A		.010	.006	.010	Ch	1 COM	⅞	.025	.020	TC		
513 (1938)	Her JXD	6-4x4¼	Al	Top	26-2600	5°A		.008	.008	.010			⅞	.025	.020	TC	TC	
525, 526, 527, 528, 541, 542 (1938-40-41)	Bud L0525	6-4½x5½	Al	Top	25-1000	10°B		.009	.008	.012			14mm	.025	.020	10°B		
529, 530, 531, 532, 539, 540 (1938)	Bud K428	6-4⅜x4¾	Al	Top	25-1000	TC	TC	.006	.006	.008			18mm	.025	.015	10°B		
533, 534, 535 (1938)	Bud K393	6-4⅜x4¾	SS	Top	25-1000	TC	TC	.006	.006	.008			18mm	.025	.015	10°B		
536, 537, 538 (1938)	Her JXM	6-3¾x4¼	Al	Top	26-2600	5°A		.008	.006	.008			⅞	.025	.020	TC		
553, 554, 555, 558 (1940-41)	Her WXLC3	6-4¼x4¾	Al	Top	26-2600	2°A		.010	.006	.010			⅞	.025	.020	16°B		
536, 537, 538, 543, 544, 545, 560, 561, 562, 563 (1940-41)	Her JXDM	6-4x4¼	Al	Top	26-2600	5°A		.008	.008	.010			⅞	.025	.020	TC	TC	
505, 506, 507, 508, 509, 513, 514, 515, 516 (1941)	Cum HB4	4-4⅞x6	CI	Top	55-	15°A			.012	.015		Diesel						
510, 511, 512, 519, 520, 521, 522, 523, 524, 552, 548, 549, 550 (1941)	Cum HB6	6-4⅞x6	CI	Top	55-	15°A			.025	.025		Diesel						
549, 550 (1941)	Cum HB6	6-4⅞x6	CI	Top	55-	15°A			.025	.025		Diesel						
548, 549, 550 (1941)	Cum HBS6	6-4⅞x6	CI	Top	55-	15°A			.025	.025		Diesel						
543, 544, 545, 546, 559 (1941)	Cum AA600	6-4x5	CI	Top	55-							Diesel						
529, 530, 531, 532 (1941)	Wau 6MZR	6-4¼x4	Al	Top	40-1500				.008	.014			14mm	.020				
564, 565, 566, 567 (1914)	Cat D468	6-4¼x5½	Al	Top	15-45				.010	.010								
LA FRANCE REPUBLIC																		
C3, D4, E4	Wau 6BK	6-3¾x4¼	Al	Top	40-	TC	TC	.010	.006-.008	.010-.012	AC	86	18mm	.025				112
F4, H6	Wau 6MK	6-4¼x4¾	Al	Top	40-	8°A	3A	.004	.004-.006	.012-.014	AC	86	18mm	.025				90
K1	Wau 6SRL	6-4⅜x5½	Al	Top	40-	10°A	3A	.004	.006-.008	.016-.018	AC	76	⅞					90
M4	Wau 6-125	6-4⅜x5½	CI	Top	40-	42°B	15B	.010	.010-.012	.018-.020	AC	85	18mm	.025				96
EH5B, EH5D, EH6B, EH6D	Wau 6BZ	6-4x4¼	Al	Top	40-1500	5°A	2A	.010	.010-.012	.014-.016	AC	86	18mm	.025				112
FH5B, FH5D, HH7	Wau 6MZR	6-4¼x4¾	Al	Top	40-1500	8°A	3A	.004	.008-.010	.014-.016	AC	86	18mm	.025				90
KH2	Wau 6SRLR	6-4⅜x5½	Al	Top	40-1500	8°A	3A	.004	.008-.010	.016-.018	AC	76	⅞	.025				98
MH5	Wau 6SRKR	6-4⅝x5⅛	Al	Top	40-1500	8°A	3A	.004	.008-.010	.016-.018	AC	76	⅞	.025				98
MARMON-HERRINGTON																		
A10-4	Her JXA	6-3⅜x4¼		Top	26-2600	2°A	¼A	.006	.006	.006	Ch	1 COM	⅞	.025	.020	TC	TC	98
A30-4	Her WXC	6-4x4½		Top	26-2600	2°A	¾A	.010	.006	.010	Ch	1 COM	18mm	.025	.020	TC	TC	92
A40-4, A50-4	Her WXC3	6-4¼x4½		Top	26-2600	2°A	¾A	.010	.006	.010	Ch	1 COM	18mm	.025	.020	TC	TC	92
TH300-4	Her YXC	6-4⅛x4¾		Top	26-2600	2°A	¾A	.010	.006	.010	Ch	1 COM	18mm	.025	.020	TC	TC	91
TH310-4	Her YXC3	6-4⅛x4¾		Top	26-2600	2°A	¾A	.010	.006	.010	Ch	1 COM	18mm	.025	.020	TC	TC	91
TH310A-4, TH310A-6	Her RXC	6-4⅝x5¼	Al	Top	26-2600	2°A	¾A	.010	.006	.010	Ch	1 COM	18mm	.025	.020	TC	TC	103
TH315-4, TH315-6	Her HXB	6-5x6	Al	Top	35-1600	5°B	2B	.015	.010	.016	Ch	1 COM	18mm	.025	.020	TC	TC	105
TH320-4, TH320-6	Her HXC	6-5¼x6	Al	Top	35-1600	5°B	2B	.015	.010	.016	Ch	1 COM	18mm	.025	.020	TC	TC	105
B10-4, C10-4, DSD100-4	Her JXB	6-3⅜x4¼	Al	Top	25 Max.	2°A	½A	.006	.006	.006	Ch	2 COM	⅞	.025	.020	TC	TC	98
A20-4, B20-4, C20-4, C20-6, DSD200-4, DSD200-6	Her JXC	6-3¾x4¼	Al	Top	25 Max.	2°A	½A	.006	.006	.006	Ch	2 COM	⅞	.025	.020	TC	TC	114
B30-4, C30-4, C30-6, DSD300-4, DSD300-6	Her JXD	6-4x4¼	Al	Top	25 Max.	2°A	½A	.006	.006	.006	Ch	2 COM	⅞	.025	.020	TC	TC	114
B40-4, B40-6, C40-4, C40-6, DSD400-4, B50-4, B50-6, C50-4, C50-6, DSD500-4, DSD500-6	Her WXC3	6-4¼x4½	Al	Top	25 Max.	2°A	¾A	.010	.006	.010	Ch	8 COM	18mm	.025	.020	TC	TC	92
B60-4, C55-4, C55, DR4, C60-4, C60-6, DSD550, DR4, DSD600-4, DSD600-6	Her RXB	6-4½x5¼	Al	Top	25 Max.	2°A	¾A	.010	.006	.010	Ch	8 COM	18mm	.025	.020	TC	TC	103
B70-4, B70-6, C70-4, DSD700-4, DSD700-6	Her RXB	6-4½x5¼	Al	Top	25 Max.	2°A	¾A	.010	.006	.010	Ch	8 COM	18mm	.025	.020	TC	TC	103
B80-4, B80-6, C80-4, C80-6, DSD800-4, DSD800-6	Her RXC	6-4⅝x5¼	Al	Top	25 Max.	2°A	¾A	.010	.006	.010	Ch	8 COM	18mm	.025	.020	TC	TC	103
TH415-4, TH415-6, TH515-4, TH515-6	Her HXB	6-5x6	Al	Top	25 Max.	5°B	2B	.015	.010	.016	Ch	8 COM	18mm	.025	.020	TC	TC	105
TH420-4, TH420-6, DSD900-4, DSD900-6	Her HXD	6-5½x6	Al	Top	25 Max.	5°B	2B	.015	.010	.016	Ch	8 COM	18mm	.025	.020	TC	TC	105
B5-4x4, B6-4x4, B5-6x6, B6-6x6, B5-5x4, B6-6x4	Ford V8	8-3⅛x3¾	Al	Top	40 Max.	9½°B		Y	Y	Y	Ch	7 COM	18mm	.025	.014	TC	TC	95
TH520-4, TH520-6, DSD1000-4, DSD1000-6	Her HXE	6-5¾x6	Al	Top	25 Max.	5°B	2B	.015	.010	.016	Ch	8 COM	18mm	.025	.020	TC	TC	105
LD1 (1937), CSA-4, CSB-4, C5-4, C6-4 (1937), C5-6, C-6 (1937)	Ford V8	8-3⅛x3¾	St	Top	40 Max.			Y	Y	Y			18mm	.025	YY	4°B		100
LD2-4, E5-4, E5-6, E6-4, E6-6 (1938)	Ford V8	8-3⅛x3¾	CA	Top	30-2000	TC	TC	Y	Y	Y	Ch	8 COM	14mm	.025	YY	4°B		100
LD3-4, F5-4, F6-4, F5-6, F6-6, OT2-4 (1939)	Ford 85	8-3⅛x3¾	CA	Top	30-2000	TC	TC	Y	Y	Y	Ch	8 COM	14mm	.025	YY	4°B		100
FF5-4, FF6-4, FF5-6, FF6-6, OOT2-4 (1939)	Ford 95	8-3⅛x3⅞	CA	Top	30-2000	TC	TC	Y	Y	Y	Ch	8 COM	14mm	.025	YY	4°B		100
H5-4, H6-4, H5-6, H6-6, LD4-4, OT3-4 (1940)	Ford 85	8-3⅛x3¾	St	Top	30-2000	TC	TC	Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		100
HH5-4, HH6-4, HH5-6, HH6-6, LLD4-4, OOT3-4 (1940)	Ford 95	8-3⅛x3⅞	St	Top	30-2000	TC	TC	Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		100
J5-4, J6-4, J5-6, J6-6, LD5-4, OT4-4 (1941)	Ford 85	8-3⅛x3¾	St	Top	30-2000	TC	TC	Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		100
JJ5-4, JJ6-4, JJ5-6, J56-6, LLD5-4, OOT4-4 (1941)	Ford 95	8-3⅛x3¾	St	Top	30-2000	TC	TC	Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		100
OSHKOSH																		
WLX	Her WXC2	6-4⅛x4½	Al	Top	26-2600	2°A		.006	.006	.010	Ch	1 COM	⅞	.025	.020			95
JCB	Her JXC	6-3¾x4¼	Al	Top	26-2600	5°A		.008	.008	.010	Ch	1 COM	⅞	.025	.020			115
JD	Her JXD	6-4x4¼	Al	Top	26-2600	5°A		.008	.008	.010	Ch	1 COM	⅞	.025	.020			115
FD, FB-35, FB, W700	Her RXC	6-4⅝x5¼	Al	Top	26-2600	2°A		.006	.006	.010	Ch	1 COM	⅞	.025	.020			110
B3S, B3D, WLD, W300	Her WXC3	6-4¼x4½	Al	Top	26-2600	2°A		.006	.006	.010	Ch	1 COM	⅞	.025	.020			95
C3S, C3D, W400	Her YXC2	6-4⅛x4¾	Al	Top	26-2600	2°A		.006	.006	.010	Ch	1 COM	⅞	.025	.020			95
FC-35, R3S, FS, FC, W500, W600	Her RXB	6-4½x5¼	Al	Top	26-2600	2°A		.006	.006	.010	Ch	1 COM	⅞	.025	.020			110
BG3	Her HXB	6-5x6	Al	Top	35-1600	5°B		.010	.010	.016	Ch	1 COM	⅞	.025	.020			100
GD	Her HXE	6-5¾x6	Al	Top	35-1600	5°B		.010	.010	.016	Ch	1 COM	⅞	.025	.020			115
W800	Her RXLD	6-4⅝x5¼	Al	Top	26-2600	2°A		.006	.006	.010	Ch	1 COM	⅞	.025	.020			110
W-400	Her YXC3	6-4⅝x4¾	Al	Top	26-2600	2°A		.006	.006	.010	Ch	1 COM	⅞	.025	.020			95
W-100	Her JXC	6-3¾x4¼	Al	Top	26-2600	5°A		.008	.008	.010	Ch	1 COM	⅞	.025	.020			115
W-200	Her JXD	6-4x4¼	Al	Top	26-2600	5°A		.008	.008	.010	Ch	1 COM	⅞	.025	.020			115
REO																		
1B4, 1D4	Own	6-3½x5	Al	Bot	40 Max.	TC	TC	.012	.008	.010	Ch	C7	18mm	.025	.020	10°B	4B	80
1B, 1D	Own	6-3½x5	Al	Bot	40 Max.	TC	TC	.012	.008	.010	Ch	C7	18mm	.025	.020	10°B	3B	80
2L, 2B, 2D	Own	6-3⅝x5	Al	Bot	40 Max.	TC	TC	.012	.008	.010	Ch	C7	18mm	.025	.020	10°B	3B	80
ZB4, 2D4, 2L4	Own	6-3⅝x5	Al	Bot	40 Max.	TC	TC	.012	.008	.010	Ch	C7	18mm	.025	.020	10°B	4B	80
2H, 2J, 2K, 3H, 3J, 3K, 3M	Own	6-3⅝x5	Al	Top	40 Max.	TC	TC	.012	.008	.010	Ch	C7	18mm	.025	.020	10°B	4B	80
4H, 4J, 4K, 4M	Own	8-3⅝x5	Al	Bot	40 Max.	TC	TC	.012	.008	.010	Ch	C7	18mm	.025	.020	10°B	4B	80
6AP, 1A4, 1C4 (1936)	Own	6-3⅞x4⅜	Al	Top	30-2000	2°B	⅛B	.012	.008	.010	Ch	C7	18mm	.025	.020	3°B	1B	85
1A4H, 1C4H, 1B4, 1D4, 2D4M (1936)	Own	6-3½x4¼	Al	Bot	40 Max.	5°B	2B	.012	.008	.010	Ch	C7	18mm	.025	.020	10°B	4B	85
1B4H, 1D4H, 2D4MH, 2B4, 2D4, 2H5, 2J5, 3H5, 3J5, 3K5, 3HR5, 3JR5, 3KR5 (1936)	Own	6-3⅝x5	Al	Bot	40 Max.	TC	TC	.012	.008	.010	Ch	C7	18mm	.025	.020	10°B	4B	80
4H5, 4J5, 4K5 (1936-1937)	Bud K428	6-4⅜x4¾	SS	Top	40-20	TC	TC	.006	.006	.010	Ch	C7	18mm	.025	.020	10°B		70
450, 475 (1937)	Own S140	4-3⅞x4⅜	Al	Top	35-20	TC	TC	.012	.008	.010	Ch	J7	14mm	.025	.020	8°B	1⅛B	90
650, 675, 1A4, 1C4 (1937)	Own S209	6-3⅞x4⅜	Al	Top	35-20	2°B	⅛B	.012	.008	.010	Ch	J6	14mm	.025	.020	2°B	⅛B	90
1A4H, 1C4H, 1B4, 1D4 (1937)	Own S228	6-3½x4¼	Al	Bot	35-20	5°B	2B	.012	.008	.010	Ch	J6	14mm	.025	.020	8½°B	3½B	80
1B4H, 1D4H (1937)	Own S3	6-3½x5	Al	Bot	35-20	18°A	7½A	.012	.008	.010	Ch	J6	14mm	.025	.020	8½°B	3½B	80
2B4, 2D4, 2H5, 2J5 (1937)	Own S3	6-3½x5	Al	Bot	35-20	TC	TC	.012	.008	.010	Ch	J6	14mm	.025	.020	8½°B	3½B	80
3H5, 3J5, 3K5, 3HR5, 3JR5, 3KR5 (1937)	Own S5	6-3½x5	Al	Top	35-20	TC	TC	.012	.008	.010	Ch	J6	14mm	.025	.020	8°B	3B	80
450, 450L, 475, 475L (1938)	Own S140	4-3⅞x4⅜	Al	Top	35-	2°B	⅛B	.....	.008	.012	Ch	J7	14mm	.025	.020	6°B	1¼B	85
650, 650L, 675, 675L, 1A4, 1C4, 1L5 (1938)	Own S209	6-3 x4⅜	Al	Top	35-	TC	TC	.....	.008	.012	Ch	J6	14mm	.025	.020	2°B	1¾B	85
1A4H, 1C4H, 1B4, 1D4, 1BM7, 2BM7 (1938)	Own S228	6-3½x4¼	Al	Top	40-	5°B		.....	.008	.010	Ch	J6	14mm	.025	.020	8°B	3¾B	80
1B4H, 1D4H (1938)	Own S3L	6-3⅝x5	Al	Top	40-	TC		.....	.008	.010	Ch	J6	14mm	.025	.020	6°B	3⅛B	80
2B4, 2D4, 2T5, 2H5, 2L4, 2L7M (1938)	Own S3	6-3½x5	Al	Top	40-	8°B	TC	.....	.008	.010	Ch	J6	14mm	.025	.020	8°B	3⅛B	80
2L4H, 2L7MH, 3H5, 3J5, 3K5, 3HR5, 3JR5, 3KR5 (1938)	Own S5	6-3½x5	Al	Top	40-	TC	TC	.....	.008	.010	Ch	J6	14mm	.025	.020	8°B	3B	.....

ENGINE SERVICE SPECIFICATIONS—Continued

(Key to Abbreviations on pages 34 and 35)

TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After °TC	Intake Valve Opens B-Before A-After Flywheel Teeth TC	Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE (Hot unless noted) Intake	Exhaust	SPARK PLUG Make	Type	Size	Gap	Breaker Point Gap	Spark Occurs °TC B-Before A-After	Spark Occurs Flywheel Teeth °TC B-Before A-After	Comp. Pressure at Cranking Speed
REO—Continued																		
4H5, 4J5, 4K5, 3L6H (1938)	Bud K428	6-4⅜x4¾	CI	Bot	30–	TC	TC	.....	.006	.006	Ch	C7	18mm	.025	.020	10°B	1B	70
19 (1940)	Own GC228	6-3⅜x4¼	Al	Bot	40–	5°B	2B	.012	.008	.010	Ch	H10	14mm	.032	.018	8°B	3B	105
20, 21 (1940)	Own GC245	6-3½x4¼	Al	Bot	40–	5°B	2B	.012	.008	.010	Ch	H10	14mm	.032	.018	8°B	3B	105
22 (1940)	Own GC288	6-3½x5	Al	Bot	40–	5°B	2B	.012	.008	.010	Ch	H10	14mm	.032	.018	8°B	3½B	105
23 (1940)	Own GC310	6-3⅝x5	Al	Top	40–	5°B	2B	.012	.008	.010	Ch	H10	14mm	.032	.018	8°B	3½B	105
4D19 (1941)	Bud 40T226	4-3¾x5	Al	Top	30–40	20°B	.....	.....	.009	.012	.....	.....	.....	.....	.....	.....	.....	.....
6D19 (1941)	Bud 6DT294	6-3⅝x4¾	Al	Top	30–40	20°B	.....	.....	.009	.012	.....	.....	.....	.....	.....	.....	.....	.....
D20 (1941)	Bud 6DT317	6-3⅝x5⅛	Al	Top	30–40	20°B	.....	.....	.009	.012	.....	.....	.....	.....	.....	.....	.....	.....
STERLING																		
FB50 Del, FB60 Del, FB70 Del, FC90, FB70, FBT130	Wau 6BK	6-3¾x4¼	Al	Tpo	40–1500	TC	TC	.010	.010–.012	.004–.016	AC	86	18mm	.025	.....	.....	.....	112
FB80, FD90	Wau 6MK	6-4⅛x4¾	Al	Top	40–1500	8°A	3A	.004	.008–.010	.014–.016	AC	86	18mm	.025	.....	.....	.....	80
FC100, FD97	Wau 6SRL	6-4⅜x5⅛	Al	Top	40–	10°A	3A	.004	.006–.008	.016–.018	AC	78	⅞	.025	.....	.....	.....	80
FDS180, FC135, FD115	Wau 6-125	8-4⅝x5½	CI	Top	40–	42°B	15B	.010	.010–.012	.018–.020	AC	85	18mm	.025	.....	.....	.....	96
FBT152	Wau 6MZ	6-4¼x4¾	Al	Top	40–	8°A	3A	.004	.008–.010	.014–.016	AC	86	18mm	.025	.....	.....	.....	80
FBT152	Wau 6-110	6-4x4¾	Al	Top	40–	15°B	5B	.010	.010–.012	.014–.016	AC	D8	18mm	.025	.....	.....	.....	97
HC185, HC200, HC250, HC170, HCS210	Wau 6RB	6-5x5¾	CI	Top	40–	10°A	4A	.008	.006–.008	.010–.012	AC	76	⅞	.025	.....	.....	.....	76
MB75, MD75, MS75, MD85, MB85	Wau 6BZ	6-4x4¼	Al	Top	40–1500	5°A	2A	.010	.010–.012	.014–.016	AC	86	18mm	.025	.....	.....	.....	112
MB90, MD90	Wau 6MKR	6-4⅛x4¾	Al	Top	40–1500	8°A	3A	.004	.008–.010	.014–.016	AC	86	18mm	.025	.....	.....	.....	90
JB90, JD90, HD105, HC105, HBT128, HWS128, HDS128	Wau 6MZR	6-4¼x4¾	Al	Top	40–1500	5°A	3A	.004	.008–.010	.014–.016	AC	86	18mm	.025	.....	.....	.....	90
HD110, HD115, HC115	Wau 6SRLR	6-4¾x5⅛	Al	Top	40–1500	8°A	3A	.004	.008–.010	.016–.018	AC	86	⅞	.025	.....	.....	.....	96
JAD135, JD137, HD145, HD165, JC137, JC145, HC145, HC147, HC156, HC165, HC175, JDS160, JWS160, HWS235S, HDS235S, HCS225	Wau 6SRKR	6-4⅝x5⅛	Al	Top	40–1500	8°A	3A	.004	.008–.010	.016–.018	AC	76	⅞	.025	.....	.....	.....	96
HC185, HC200, HC250, HC255, HCS285, HCS300	Wau 6RBR	6-5x5¾	Al	Top	40–1500	10°A	4A	.008	.006–.008	.010–.012	AC	76	⅞	.025	.....	.....	.....	90
STEWART																		
40A (1938)	Con F4162	4-3⅞x4⅝	CI	Top	40–2800	.....	.....	.010	.010	.014	Ch	7 COM	18mm	.025	.025	TC	TC	105
60A (1938)	Con F6170	6-3x4	CI	Top	40–2800	2°B	½B	.010	.010	.014	Ch	7 COM	18mm	.025	.025	.....	.....	.....
61A (1938)	Con F6218	6-3¼x4¾	CI	Top	40–2800	2°B	½B	.012	.012	.018	Ch	7 COM	18mm	.025	.025	.....	.....	97
45A, 45AS (1938)	Wau 6ZKA	6-3⅜x4⅛	CI	Top	40–2800	8°A	2A	.010	.010	.016	Ch	7 COM	18mm	.025	.025	.....	.....	111
47A, 50A, 50AS (1938)	Wau 6BM	6-3⅝x4¼	Al	Top	40–2800	TC	TC	.010	.010	.016	Ch	7 COM	18mm	.025	.025	.....	.....	111
49A (1938)	Wau 6BK	6-3¾x4¼	Al	Top	45–2800	TC	TC	.010	.010	.016	Ch	7 COM	18mm	.025	.025	.....	.....	112
51A (1938)	Con E602	6-4⅛x4¼	Al	Top	45–2800	TC	TC	.017	.017	.017	Ch	7 COM	18mm	.025	.025	TC	TC	102
58A (1938)	Wau 6MZ	6-4¼x4¾	Al	Top	40–2800	8°A	3A	.010	.012	.018	Ch	7 COM	18mm	.025	.025	.....	.....	90
38-6, 31X (1938)	Wau 6SRK	6-4⅝x5⅛	Al	Top	45–2200	10°A	3A	.010	.012	.018	Ch	2 COM	⅞	.025	.025	.....	.....	80
45GL (1938)	Wau 6BL	6-3½x4¼	CI	Top	40–2800	TC	TC	.010	.010	.016	Ch	7 COM	18mm	.025	.025	.....	.....	111
49A (1941)	Wau 6BZ	6-4x4¼	Al	Top	40–2800	TC	TC	.010	.010	.016	Ch	7 COM	18mm	.025	.025	.....	.....	112
58A, 59A (1941)	Wau 6MZR	6-4¼x4¾	Al	Top	40–2800	8°A	3A	.010	.012	.018	Ch	7 COM	18mm	.025	.025	.....	.....	90
38A (1941)	Wau 6SRKR	6-4⅝x5⅛	Al	Top	40–2800	10°A	3A	.010	.012	.018	Ch	7 COM	18mm	.025	.025	.....	.....	80
STUDEBAKER																		
T2, T4, T6, T8	Own	6-3¼x4⅝	CI	Top	20 Min.	5°A	1½A	.010	.006	.010	Ch	7	18mm	.025	.020	1°B	.....	70
2T2, 2M2, 2TB2 (1936)	Own	6-3¼x4⅝	CI	Top	20 Min.	5°B	.....	.020	.016	.016	Ch	8	18mm	.025	D	2°B	1B	.....
2W6, 2M6, 2MB6 (1936)	Wau 6BM	6-3⅝x4¼	Al	Top	20 Min.	TC	TC	.010	.012	.014	Ch	7	18mm	.025	D	TC	TC	.....
2W7 (1936)	Wau 6BK	6-3¾x4¼	Al	Top	20 Min.	TC	TC	.010	.012	.014	Ch	7	18mm	.025	D	TC	TC	.....
W8, 2W8 (1936)	Wau 6-110	6-4x4¾	Al	Top	20 Min.	15°B	.....	.010	.012	.016	Ch	6M	18mm	.025	D	3°B	1B	80
J5 (1937)	Own	6-3¼x4⅜	Al	Top	40 Min.	5°B	1¾B	.020	.016C	.016C	Ch	8	18mm	.025	.020	2°B	¾B	101
J15, J15M, J15B (1937)	Own	6-3¼x4⅜	CI	Top	20 Min.	5°B	1¾B	.020	.016C	.016C	Ch	7B	18mm	.025	.020	2°B	¾B	101
J20, J20M, J20B (1937)	Her JXB	6-3½x4¼	Al	Top	35 Min.	2°A	⅝A	.010	.008 H	.010 H	Ch	2 COM	⅞	.025	.020	TC	TC	96
J25, J25M, J25B (1937)	Her JXD	6-4x4¼	Al	Top	35 Min.	5°A	1½A	.010	.006	.006	Ch	1 COM	⅞	.025	.020	TC	TC	95
K30, K30M, J30, J30M (1937-38)	Her WXC3	6-4¼x4½	Al	Top	35 Min.	2°A	¾A	.010	.006	.006	Ch	1 COM	⅞	.025	.020	TC	TC	90
K5 (1938)	Own T	6-3⅛x4⅜	Al	Top	40 Min.	15°B	5½B	.020	.016C	.016C	Ch	8A	18mm	.025	D	2°B	¾B	95
K10 (1938-40)	Own OT	6-3⅛x4⅜	Al	Top	40 Min.	2½°B	1B	.020	.016C	.016C	Ch	8A	18mm	.025	D	2°B	¾B	95
K15, K15B, K15M (1938-40)	Own IT	6-3⅛x4⅜	Al	Top	40 Min.	15°B	5½B	.020	.016C	.016C	Ch	8A	18mm	.025	D	2°B	¾B	95
K20, K20M, K20MB (1938-40)	Her HXB	6-3⅝x4¼	Al	Top	35 Min.	2°A	⅝A	.010	.006	.006	Ch	7	18mm	.025	D	TC	TC	95
K25, K25M, K25MB (1938-40)	Her JXD	6-4¼	Al	Top	35 Min.	5°A	1½A	.010	.006	.006	Ch	7	18mm	.025	D	TC	TC	95
Coupe Express (1941)	Own	6-3x4	Al	Top	40 Min.	15°B	.....	.020	.016	.016	Ch	J8	14mm	.025	D	2°B	.....	105
Standard (1941)	Own	6-3x4	Al	Top	40 Min.	15°B	.....	.020	.016	.016	Ch	J8	14mm	.025	D	2°B	.....	105
Heavy Duty (1941)	Own	6-3⅛x4⅜	Al	Top	40 Min.	15°B	.....	.020	.016	.016	Ch	8A	18mm	.025	D	2°B	.....	105
WALTER																		
FND	Wau 6MK	6-4⅛x4¾	CI	Top	40–1500	8°A	3A	.010	.010	.014	AC	.....	14mm	.025	.020	25°A	.....	.....
FMD	Wau 6SRL	6-4⅜x5⅛	Al	Top	50–1500	10°A	3A	.010	.010	.018	AC	.....	⅞	.025	.020	25°A	.....	.....
FKMD, FCKD, FCS	Wau 6SRK	6-4⅝x5⅛	Al	Top	50–1500	10°A	3A	.010	.010	.018	AC	.....	⅞	.025	.020	25°A	.....	.....
FBS, FBRS	Wau 6RB	6-5x5¾	Al	Top	40–1500	10°A	4A	.010	.010	.015	AC	.....	⅞	.025	.020	25°A	.....	.....
FN (1940-41)	Wau 6MKR	6-4⅛x4¾	Al	Top	40–1500	8°A	3A	.004	.008–10	.014–16	.....	.....	18mm	.025	.018	.....	.....	80
FMD (1940-41)	Wau 6SRLR	6-4⅜x5⅛	Al	Top	40–1500	8°A	3A	.004	.008–10	.014–16	.....	.....	⅞	.025	.018	.....	.....	90
FKMD, FCK, FCS (1940-41)	Wau 6SRKR	6-4⅝x5⅛	Al	Top	40–1500	8°A	3A	.004	.008–10	.016–18	.....	.....	⅞	.025	.018	.....	.....	90
FB, FBRS (1940-41)	Wau 6RBR	6-5x5¾	Al	Top	40–1500	10°A	4A	.008	.006–8	.010–12	.....	.....	⅞	.025	.018	.....	.....	90
WHITE																		
54, 54A, 58S, 59, 59A, 64, 640, 641, 642, 643	Own 1A	6-4⅜x5¾	Al	Top	40–2400	TC	TC	.032	.020	.032	AC	E	⅞	P	A	8°A	3A	78
60, 601C, 601, 602, 61	Own 2A	6-3½x4½	Al	Top	40–2400	TC	TC	.015	.015	.015	AC	E	⅞	P	A	TC	TC	.....
65, 51AS, 58S, 59A, 620, 621, 63, 630, 631, 65K	Own 3A	6-4x5¼	Al	Top	40–2400	TC	TC	.032	.020	.025	AC	E	⅞	P	A	TC	TC	81
61, 611, 612, 612K, 618, 618K	Own 4A	6-3¾x4½	Al	Top	40–2400	TC	TC	.015	.015	.015	AC	E	⅞	P	A	TC	TC	106
54, 640, 640K, 641, 641K, 642, 643, 691	Own 5A	6-4⅝x5¾	Al	Top	40–2500	10½°B	4B	.032	.020	.032	AC	D	18mm	P	A	TC	TC	83
65, 620, 620K, 621, 621K, 630, 630K, 631, 631K	Own 7A	6-4⅞x5¼	Al	Top	40–2100	TC	TC	.032	.020	.025	AC	E	⅞	P	A	TC	TC	.....
701, 702, 707	Own 8A	6-3⅞x4⅝	Tp	Top	40–2800	5°A	1½A	.010	.010	.018	AC	W	18mm	S	A	5°B	1½B	.....
712, 718	Own 9A	6-3⅛x4½	Tp	Top	40–2400	TC	TC	.010	.012	.020	AC	K	14mm	P	A	6°B	2B	121
730, 731	Own 10AB	12-3⅝x3¾	Tp	Top	40–2400	10°B	4B	.010	.010	.016	AC	K	14mm	P	A	8°B	3B	115
703, 704, 704K, 709, 705, 805, 809	Own 11A	6-3⅞x4½	Tp	Top	40–2600	10°B	3½B	.010	.012	.020	AC	K	14mm	P	A	12°B	4B	106
686	Own 12A	12-3⅛x3¾	Tp	Top	40–2400	10°B	3½B	.010	.010	.016	AC	K	14mm	P	A	8°B	2½B	116
730, 731	Own 12AB	12-3⅛x3¾	Tp	Top	40–2400	10°B	4B	.010	.010	.016	AC	K	14mm	P	A	8°B	3B	116
704K2, 712SL, 706, 710, 810 (1936-37)	Own 13A	6-3⅛x4½	Tp	Top	40–2400	10°B	3½B	.010	.012	.020	AC	K	14mm	P	A	12°B	4B	121
720, 720T (1936)	Own 14A	6-4x5¼	Al	Top	40–2400	TC	TC	.032	.020	.025	AC	E	⅞	P	A	TC	TC	92
722 (1936)	Own 15A	6-4⅛x5¼	Al	Top	40–2200	TC	TC	.032	.020	.025	AC	E	⅞	P	A	TC	TC	92
700, 700K (1937)	Own 21A	6-3⅞x4½	Tp	Top	40–2600	10°B	3½B	.010	.012	.020	AC	K	14mm	P	A	12°B	4B	116
712NS, 718NS, 706M, 812, 818 (1937)	Own 16A	6-3⅞x4½	Tp	Top	40–2400	10°B	3½B	.010	.012	.020	AC	K	14mm	P	A	12°B	4B	105
820, 720	Own 18A	6-4⅛x5¼	Al	Top	40 Max.	TC	TC	.....	.020	.025	AC	E6	14mm	.025	.018	TC	TC	.....
750, 750T, 850	Own 20A	6-3⅞x4½	Al	Top	35 Max.	15°B	.....	.....	0	0	Ch	J10	14mm	.025	.021	7°B	.....	110
784, 786, 788	Own 24A	12-4⅛x4¼	Al	Top	40 Max.	10°B	.....	.....	0	0	Ch	J10	14mm	.025	.015	3°B	.....	110
722, 822	Own 25A	6-4⅝x5¼	Al	Top	40 Max.	TC	TC	.....	.020	.025	AC	44	14mm	.025	.018	TC	TC	.....
708, 710, 718, 810, 818	Own 30A	6-3⅞x4½	Al	Top	35 Max.	15°B	.....	.....	0	0	Ch	J10	14mm	.025	.018	1½B	.....	110
706, 706M, 708, 710, 718, 810, 818 (1940)	Own 30A	6-3⅞x4½	Al	Top	35 Max.	15°B	.....	.....	0	0	Ch	J10	14mm	.025	.018	1½B	.....	110
White Horse (1940)	Own 32A	4-3⅝x3⅝	CI	Top	40 Max.	.....	.....	.....	0	0	Ch	J5	14mm	.025	.020	12°B	.....	.....
804, 1010, 510 (1940)	Own 29A	6-3⅝x4¼	Al	Top	25 Max.	2°B	.....	.010	.006	.006	Ch	J8	14mm	.030	.020	TC	TC	.....
1012 (1940)	Own 33A	6-4¼x4¼	Al	Top	25 Max.	2°B	.....	.010	.006	.006	Ch	J8	14mm	.030	.020	TC	TC	.....
WA14, WA114 (1941)	Own 100A	6-3⅞x4½	Al	Top	35 Max.	15°B	.....	0	0	0	Ch	JC10	14mm	.025	.018	7°B	.....	127
WA18, WA118 (1941)	Own 110A	6-3⅞x4½	Al	Top	35 Max.	15°B	.....	0	0	0	Ch	JC10	14mm	.025	.018	7°B	.....	117
WA20, W120, WA2064 (1941)	Own 120A	6-3⅞x4½	Al	Top	35 Max.	15°B	.....	0	0	0	Ch	JC10	14mm	.025	.018	7°B	.....	112

CONTINUED ON NEXT PAGE

ENGINE SERVICE SPECIFICATIONS—Continued

(Key to Abbreviations on pages 34 and 35)

TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After °TC	Intake Valve Opens B-Before A-After Flywheel Teeth TC	Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE (Hot unless noted) Intake	OPERATING TAPPET CLEARANCE (Hot unless noted) Exhaust	SPARK PLUG Make	SPARK PLUG Type	SPARK PLUG Size	SPARK PLUG Gap	Breaker Point Gap	Spark Occurs °TC B-Before A-After	Spark Occurs Fly-Wheel Teeth °TC B-Before A-After	Comp. Pressure at Cranking Speed
WHITE—Continued																		
WA22, WA26, WA34, WA122, WA126, WA134, WA2264 (1941)	Own 140A	6–3 7/8x5 1/8	Al	Top	35 Max.	15°B	.....	0	0	0	Ch	JC10	14mm	.025	.018	7°B	.....	112
WILLYS																		
38, 48, 440P	Own	4–3 1/16x4 3/16	CS	Top	30–30	TC	TC	.010	.004	.006	Ch	C7	18mm	.025	.020	5°A	1 1/2A	87
440	Own	4–3 1/16x4 3/16	Al	Top	75–30	9°B	2 1/2B	.020	.014	.020	Ch	J8	18mm	.030	.020	TC	TC	107
441, 441P	Own	4–3 1/16x4 3/16	Al	Top	75–30	9°B	2 1/2B	.020	.014	.020	Ch	J9	18mm	.030	.020	TC	TC	107
Engines																		
BUDA																		
	HP205	4–3 11/16x4 1/2	CI	Top	40–1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	.....	.....	87
	HP217	4–3 11/16x4 3/4	CI	Top	40–1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	.....	.....	94
	HP260	6–3 1/16x4 1/2	CI	Top	40–1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	.....	.....	87
	HP298	6–3 3/16x4 1/2	CI	Top	40–1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	.....	.....	87
	HP326	6–3 11/16x4 3/4	Al	Top	40–1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	.....	.....	103
	HP351	6–3 11/16x5 1/8	Al	Top	40–1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	.....	.....	103
	K369	6–4 1/16x4 3/4	SS	Top	40–1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	.....	.....	87
	K393	6–4 1/16x4 3/4	CI	Top	40–1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	.....	.....	89
	K428	6–4 5/16x4 3/4	Al	Top	40–1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	.....	.....	102
	L525	6–4 1/16x5 1/8	CI	Top	40–1600	TC	.....	.006	.006	.009	AC	87	18mm	.025	.018	.....	.....	87
	LO525	6–4 1/16x5 1/8	Al	Top	40–1600	10°B	.....	.009	.009	.018	AC	K7	18mm	.025	.018	.....	.....	93
	GF638	6–4 3/4x6	CI	Top	35–1400	5°B	.....	.010	.010	.016	AC	87	18mm	.025	.018	.....	.....	87
	M766	6–5x6 1/4	Al	Top	35–1200	10°B	.....	.015	.010	.016	AC	87	18mm	.025	.018	.....	.....	93
	4DT212	4–3 5/16x5 1/8	Al	Top	40–1600	20°B	.....	.009	.009	.012	.....	Die	sel	.....	.....	.....	.....	390
	4DT226	4–3 3/4x5 1/8	Al	Top	40–1600	TC	TC	.009	.009	.012	.....	Die	sel	.....	.....	.....	.....	390
	6DT278	6–3 5/16x4 1/8	Al	Top	40–1600	20°B	.....	.009	.009	.012	.....	Die	sel	.....	.....	.....	.....	.....
	6DT294	6–3 5/16x4 3/4	Al	Top	40–1600	20°B	.....	.009	.009	.012	.....	Die	sel	.....	.....	.....	.....	600
	6DT317	6–3 5/16x5 1/8	Al	Top	40–1600	12°B	.....	.009	.009	.012	.....	Die	sel	.....	.....	.....	.....	.....
	6DT389	6–3 7/16x5 1/8	Al	Top	35–1600	12°B	.....	.009	.009	.012	.....	Die	sel	.....	.....	.....	.....	.....
	6DT468	6–4 1/4x5 1/8	Al	Top	35–1600	12°B	.....	.009	.009	.012	.....	Die	sel	.....	.....	.....	.....	.....
	6DH691	6–4 3/4x5 1/2	Al	Top	35–1600	15°B	.....	.015	.009	.012	.....	Die	sel	.....	.....	.....	.....	.....
CONTINENTAL																		
	C400	4–3 5/8x4	Tp	Top	35–2500	.....	.....	.012	.010C	.010C	.....	.....	18mm	.....	.....	.....	.....	100
	F6170	6–3x4	Tp	Top	30–2000	.....	.....	.014	.014C	.014C	.....	.....	18mm	.....	.....	.....	.....	.....
	F6199	6–3 1/4x4	Tp	Top	30–2000	.....	.....	.014	.014C	.014C	.....	.....	18mm	.....	.....	.....	.....	.....
	F6209	6–3 3/16x4 3/8	Tp	Top	30–2000	.....	.....	.014	.014C	.014C	.....	.....	18mm	.....	.....	.....	.....	85
	F6218	6–3 1/4x4 3/8	Tp	Top	30–2000	.....	.....	.014	.014C	.014C	.....	.....	18mm	.....	.....	.....	.....	97
	A6244	6–3 1/16x4 3/8	Al	Top	50–2500	.....	.....	.014	.014C	.014C	.....	.....	18mm	.....	.....	.....	.....	114
	20C	6–3 5/8x4 5/8	Al	Top	35 Max.	.....	.....	.012	.008H	.010H	.....	.....	7/8	.....	.....	.....	.....	83
	E600	6–3 11/16x4 1/2	Tp	Top	40–2600	.....	.....	.018	.018C	.022C	.....	.....	18mm	.....	.....	.....	.....	102
	E601	6–3 7/16x4 1/2	Tp	Top	40–2600	.....	.....	.018	.018C	.022C	.....	.....	18mm	.....	.....	.....	.....	97
	E602	6–4 1/16x4 1/2	Tp	Top	40–2600	.....	.....	.018	.018C	.022C	.....	.....	18mm	.....	.....	.....	.....	102
	E603	6–4 1/4x4 1/2	Tp	Top	40–2600	.....	.....	.018	.018C	.022C	.....	.....	18mm	.....	.....	.....	.....	99
	20R	6–4 1/16x4 3/4	Al	Top	30–2300	.....	.....	.014	.013C	.018C	.....	.....	18mm	.....	.....	.....	.....	80
	21R	6–4 5/16x4 3/4	Al	Top	30–2300	.....	.....	.014	.013C	.018C	.....	.....	18mm	.....	.....	.....	.....	78
	22R	6–4 1/16x5 1/4	Al	Top	30–2300	.....	.....	.014	.013C	.018C	.....	.....	18mm	.....	.....	.....	.....	78
	Y4069	4–2 1/2x3 1/2	CI	Top	35–40	.....	.....	.012	.012C	.012C	.....	.....	18mm	.....	.....	.....	.....	105
	Y4091	4–2 5/8x3 1/2	CI	Top	35–40	.....	.....	.012	.012C	.012C	.....	.....	18mm	.....	.....	.....	.....	105
	F4124	4–3x4 5/8	Tp	Top	35–40	.....	.....	.014	.014C	.014C	.....	.....	18mm	.....	.....	.....	.....	105
	F4140	4–3 1/8x4 5/8	Tp	Top	35–40	.....	.....	.014	.014C	.014C	.....	.....	18mm	.....	.....	.....	.....	105
	F4162	4–3 1/16x4 5/8	Tp	Top	35–40	.....	.....	.014	.014C	.014C	.....	.....	18mm	.....	.....	.....	.....	109
	M6271	6–3 5/16x4 3/8	Tp	Top	55–1200	.....	.....	.0175	.017C	.022C	.....	.....	18mm	.....	.....	.....	.....	99
	M6290	6–3 3/4x4 3/8	Tp	Top	55–1200	.....	.....	.0175	.017C	.022C	.....	.....	18mm	.....	.....	.....	.....	101
	M6330	6–4x4 3/8	Tp	Top	55–1200	.....	.....	.0175	.017C	.022C	.....	.....	18mm	.....	.....	.....	.....	.....
	M6253	6–3 1/2x4 3/8	Tp	Top	55–1200	.....	.....	.0175	.017C	.022C	.....	.....	18mm	.....	.....	.....	.....	120
	B6371	6–4 1/16x4 5/8	Al	Top	13– 300	.....	.....	.022	.017C	.025C	.....	.....	18mm	.....	.....	.....	.....	123
	B6405	6–4 1/16x4 5/8	Al	Top	13– 300	.....	.....	.022	.017C	.025C	.....	.....	18mm	.....	.....	.....	.....	124
HERCULES																		
	ZXA	4–2 1/16x3	CI	Top	15–1000	5°A	Var	.006	.006	.008	.....	.....	14mm	.025	.020	TC	TC	Opt
	ZXB	4–2 5/16x3	CI	Top	15–1000	5°A	Var	.006	.006	.008	.....	.....	14mm	.025	.020	TC	TC	Opt
	IX	4–2 1/16x4	CI	Top	15–1000	5°A	Var	.006	.006	.008	.....	.....	18mm	.025	.020	TC	TC	Opt
	IXF	4–2 3/16x4	CI	Top	15–1000	5°A	Var	.006	.006	.008	.....	.....	7/8	.025	.020	TC	TC	Opt
	IXA	4–3x4	Var	Top	15–1000	5°A	Var	.006	.006	.008	.....	.....	7/8	.025	.020	TC	TC	Opt
	IXK	4–3 1/16x4	CI	Top	15–1000	5°A	Var	.006	.006	.008	.....	.....	7/8	.025	.020	TC	TC	Opt
	IXB	4–3 1/4x4	Var	Top	15–1000	5°A	Var	.006	.006	.008	.....	.....	7/8	.025	.020	TC	TC	Opt
	OOA	4–3 1/16x4 1/2	Var	Top	15–1000	5°A	Var	.008	.008	.012	.....	.....	7/8	.025	.020	TC	TC	Opt
	OOB	4–3 3/16x4 1/2	Var	Top	15–1000	5°A	Var	.008	.008	.012	.....	.....	7/8	.025	.020	TC	TC	Opt
	OOC	4–4x4 1/2	Var	Top	15–1000	5°A	Var	.008	.008	.012	.....	.....	7/8	.025	.020	TC	TC	Opt
	QXA	6–3 1/16x4 1/8	Var	Top	26–1600	5°B	Var	.006	.006	.008	.....	.....	7/8	.025	.020	TC	TC	Opt
	QXB	6–3 1/4x4 1/8	Var	Top	26–1600	5°B	Var	.006	.006	.008	.....	.....	7/8	.025	.020	TC	TC	Opt
	QXC	6–3 3/16x4 1/8	Var	Top	26–1600	5°B	Var	.006	.006	.008	.....	.....	7/8	.025	.025	TC	TC	Opt
	QXD	6–3 7/16x4 1/8	Al	Top	26–1600	5°B	Var	.006	.006	.008	.....	.....	7/8	.025	.020	TC	TC	Opt
	JXA	6–3 5/16x4 1/4	Var	Top	26–1600	5°A	Var	.008	.008	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	JXF	6–3 1/2x4 1/4	Al	Top	26–1600	5°A	Var	.008	.008	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	JXG	6–3 1/16x4 1/4	Al	Top	26–1600	5°A	Var	.008	.008	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	JXE3	6–3 1/16x4 1/4	Al	Top	26–1600	5°A	Var	.008	.008	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	JXB	6–3 5/16x4 1/4	Var	Top	26–1600	5°A	Var	.008	.008	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	JXC	6–3 3/16x4 1/4	Var	Top	26–1600	5°A	Var	.008	.008	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	JXD	6–4x4 1/4	Var	Top	26–1600	5°A	Var	.008	.008	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	WXC	6–4x4 1/2	Var	Top	26–1600	2°A	Var	.006	.006	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	WXC2	6–4 1/16x4 1/2	Var	Top	26–1600	2°A	Var	.006	.006	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	WXC3	6–4 1/4x4 1/2	Var	Top	26–1600	2°A	Var	.006	.006	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	WXLC	6–4x4 3/4	Al	Top	26–1600	2°A	Var	.006	.006	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	WXLC3	6–4 1/4x4 3/4	Al	Top	26–1600	2°A	Var	.006	.006	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	YXC	6–4 3/16x4 3/4	Var	Top	26–1600	2°A	Var	.008	.006	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	YXC2	6–4 1/16x4 3/4	Var	Top	26–1600	2°A	Var	.006	.006	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	YXC3	6–4 5/16x4 3/4	Var	Top	26–1600	2°A	Var	.006	.006	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	RXB	6–4 1/16x5 1/4	Al	Top	26–1600	2°A	Var	.006	.006	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	RXC	6–4 5/16x5 1/4	Al	Top	36–1600	2°A	Var	.006	.006	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	RXLC	6–4 5/16x5 1/4	Var	Top	36–1600	2°A	Var	.006	.006	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	RXLD	6–4 3/4x5 1/4	Var	Top	25–2600	2°A	Var	.006	.006	.010	.....	.....	7/8	.025	.020	TC	TC	Opt
	HXB	6–5x6	Al	Top	35–1600	5°B	Var	.010	.010	.016	.....	.....	7/8	.025	.020	TC	TC	Opt
	HXC	6–5 1/4x6	Al	Top	35–1600	5°B	Var	.010	.010	.016	.....	.....	7/8	.025	.020	TC	TC	Opt
	HXD	6–5 1/2x6	Al	Top	35–1600	5°B	Var	.010	.010	.016	.....	.....	7/8	.025	.020	TC	TC	Opt
	HXE	6–5 3/4x6	Var	Top	35–1600	5°B	Var	.010	.010	.016	.....	.....	7/8	.025	.020	TC	TC	Opt
	DOOB	4–3 3/4x4 1/2	Al	Top	30–1200	12°B	Var	.010	.010	.010	.....	Die	sel	.....	.....	.....	.....	500
	DOOC	4–4x4 1/2	Al	Top	30–1200	12°B	Var	.010	.010	.010	.....	Die	sel	.....	.....	.....	.....	500
	DOOD	4–4 1/4x4 1/2	Al	Top	30–1200	12°B	Var	.010	.010	.010	.....	Die	sel	.....	.....	.....	.....	500

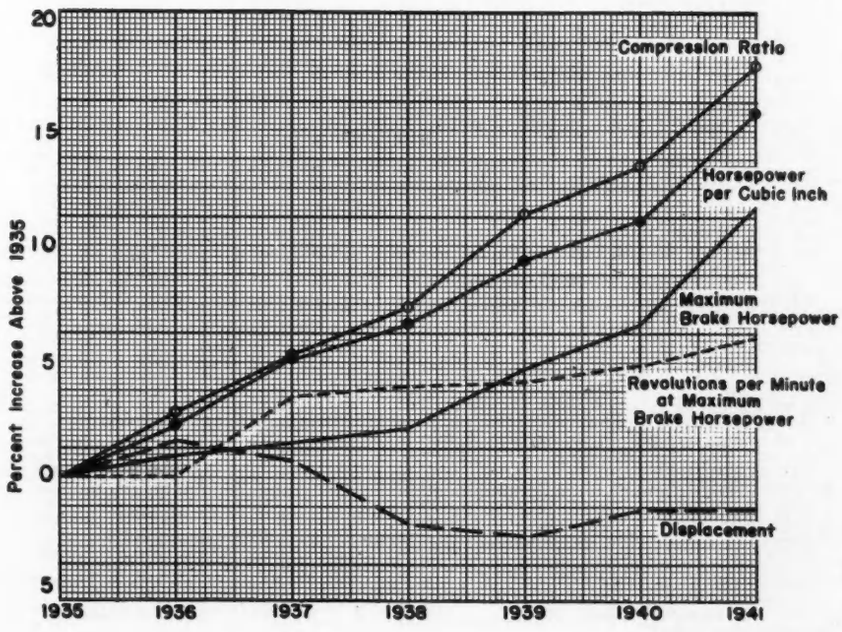
ENGINE SERVICE SPECIFICATIONS—Continued

(Key to Abbreviations on pages 34 and 35)

TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After °TC	Intake Valve Opens B-Before A-After Flywheel Teeth TC	Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE Hot unless noted) Intake	OPERATING TAPPET CLEARANCE Hot unless noted) Exhaust	SPARK PLUG Make	SPARK PLUG Type	SPARK PLUG Size	SPARK PLUG Gap	Breaker Point Gap	Spark Occurs °TC B-Before A-After	Spark Occurs Fly-Wheel Teeth °TC B-Before A-After	Comp. Pressure at Cranking Speed
HERCULES—Continued																		
	DJXB	6–3½x4½	Al	Top	45–2000	12°B	Var	.010	.010	.010			Die sel					475
	DJXC	6–3¾x4½	Al	Top	45–2000	12°B	Var	.010	.010	.010			Die sel					475
	DRXB	6–4⅜x5¼	Al	Top	30–1200	12°B	Var	.010	.010	.016			Die sel					475
	DRXC	6–4⅜x5¼	Al	Top	30–1200	12°B	Var	.010	.010	.016			Die sel					475
	DHXB	6–5x6	Al	Top	30–1200	5°B	Var	.010	.010	.016			Die sel					475
	DFXB	6–5x6	Al	Top	40–1200	5°B	Var	.010	.010	.016								475
	DHXC	6–5⅛x6	Al	Top	30–1200	5°B	Var	.010	.010	.016			Die sel					475
	DFXC	6–5¼x6	Al	Top	40–1200	5°B	Var	.010	.010	.016			Die sel					475
	DFXD	6–5½x6	Al	Top	40–1200	5°B	Var	.010	.010	.016			Die sel					475
LYCOMING																		
(1933)	SC	6–3½x4½	CI	Bot	40 Max.	5°A	1¾A	.010	.006–.008	.010–.012			⅞	.025	.018			
(1929-34)	TS	6–3⅞x5	CI	Top	40 Max.	5°A	1¾A	.010	.006–.008	.010–.012			⅞	.025	.018			
(1933) on	AEF	8–3¾x4¾	Al	Top	40 Max.	5°B	1¾B	.012	.008–.010	.010–.012			18mm	.025	.018			
(1930-33)	ASB	6–3⅝x4½	CI	Top	40 Max.	5°A	1¾A	.012	.008–.010	.010–.012			18mm	.025	.018			
(1930-33)	ASD	6–3⅝x4½	CI	Top	40 Max.	5°A	1¾A	.012	.008–.010	.010–.012			18mm	.025	.018			
(1934) on	ASE	6–3⅝x4½	Al	Bot	40 Max.	5°A	1¾A	.012	.008–.010	.010–.018			18mm	.025	.018			
(1930) on	AFE	4–3¾x4½	CI	Bot	40 Max.	TC	TC	.008	.006–.008	.006–.008			⅞	.025	.018			
(1934) on	GF	8–3 1/16x4¾	Al	Bot	40 Max.	7½°B	2½B	.012	.008–.010	.008–.010			18mm	.025	.018			
(1934) on	WFC	6–3 1/16x4¾	Al	Bot	40 Max.	7½°B	2½B	.012	.008–.010	.008–.010			14mm	.025	.018			
(1938) on	DC	4–3 1/16x3⅞	Al	Bot	35 Max.	7°B		.012	.010–.012	.010–.012			18mm	.025	.018			
WAUKESHA																		
	6BK	6–3¾x4¼	CI	Top	40–1500	TC	TC	.010	.010-12C	.014-16C			18mm	.025	.018	Var		112
	6MS	6–3⅜x4¾	CI	Top	40–1500	8°A		.024	.003-12C	.012-14C			18mm	.025	.018	Var		86
	6ML	6–4x4¾	CI	Top	40–1500	8°A	3A	.004	.008-10C	.014-16C			18mm	.025	.018	Var		89
	6MK	6–4⅛x4¾	CI	Top	40–1500	8°A	3A	.004	.008-10C	.014-16C			18mm	.025	.018	Var		80
	6MZ	6–4¼x4¾	CI	Top	40–1500	8°A	3A	.004	.008-10C	.014-16C			18mm	.025	.018	Var		90
	6SRL	6–4⅜x5⅛	CI	Top	40–1500	10°A	3A	.004	.008-10C	.016-18C			⅞	.025	.018	Var		90
	6SRK	6–4⅜x5⅛	Var	Top	40–1500	10°A	3A	.004	.008-10C	.016-18C			⅞	.025	.019	Var		90
	6AB	6–4½x5¾	CI	Top	40–1500	10°A		.008	.004-06C	.008-10C			⅞	.025	.018	Var		76
	6RB	6–5x5¾	Al	Top	40–1500	10°A	4A	.008	.006-08C	.010-12C			⅞	.025	.018	Var		90
	6BL	6–3½x4¼	Al	Top	40–1500	TC		.010	.010-12C	.014-16C			18mm	.025	.018	Var		112
	6-90	6–3⅜x4¾	Al	Top	40–1500	5°B		.010	.010-12C	.014-16C				.025	.018	Var		98
	6-110	6–4x4¾	Al	Top	40–1500	15°B	5B	.009	.010-12C	.014-16C			18mm	.025	.018	Var		97
	6-125	6–4⅜x5⅛	Al	Top	40–1500	42°B	15B	.008	.010-12C	.018-20C			18mm	.025	.018	Var		96
	6SRS	6–4½x5⅛	CI	Top	40–1500	10°A		.004	.008-10C	.016-18C			⅞	.025	.018	Var		80
	6BA	6–3¾x4¼	CI	Top	40–1500	TC	TC	.010	.010-12C	.012-14C			18mm	.025	.018	Var		112
	6BM	6–3⅝x4¼	CI	Top	40–1500	TC	TC	.010	.010-12C	.014-16C			18mm	.025	.018	Var		112
	6ZKA	6–3¾x4⅛	CI	Top	40–1500	8°A	2A	.004	.008-10C	.012-14C			18mm	.025	.018	Var		111
	6GAL	6–5x5½	CI	Top	40–1500	TC	TC	.008	.015-17C	.024-26C			18mm	.025	.018	Var		112
	6GAK	6–5½x5½	CI	Top	40–1500	TC	TC	.008	.015-17C	.024-26C			18mm	.025	.018	Var		112
	6BKH	6–3¾x4¼	Al	Top	40–1500	5°A	2A	.006	.010-12C	.018-20C			18mm	.025	.018	12°B		135
	6BZ	6–4x4¾	Al	Top	40–1500	5°A	1½A	.010	.010-12C	.014-16C			18mm	.025	.010	Var		112
	6WAL	6–5¾x6½	Al	Top	40–1500	TC	TC		.018-20C	.025-27C			18mm	.025	.018	Var		85
	6WAK	6–6¼x6½	Al	Top	40–1500	TC	TC		.018-20C	.025-27C			18mm	.025	.018	Var		85
	6WALH	6–5¾x6½	Al	Top	40–1500	TC	TC		.018-20C	.025-27C			18mm	.025	.018	17°B		125
	6WAKH	6–6¼x6½	Al	Top	40–1500	TC	TC		.018-20C	.025-27C			18mm	.025	.018	17°B		125
	6MKR	6–4¼x4¾	Al	Top	40–1500	8°A	3A	.004	.008–.010	.014–.016			18mm	.025	.018	Var		80
	6MZR	6–4¼x4¾	CI	Top	40–1500	8°A	3A	.004	.008–.010	.014–.016			18mm	.025	.018	Var		90
	6SRLR	6–4⅜x5⅛	CI	Top	40–1500	8°A	3A	.004	.008–.010	.014–.016			18mm	.025	.018	Var		90
	6SRKR	6–4⅜x5⅛	Var	Top	40–1500	8°A	3A	.004	.008–.010	.014–.016			18mm	.025	.018	Var		90
	6RBR	6–5x5¾	Al	Top	40–1500	10°A	4A	.008	.006–.008	.010–.012			18mm	.025	.018	Var		90
	130HS, 130GS	4–3¾x5	CI	Top	40–1500	5°A		.012	.009-11C	.014-16C			18mm	.025	.018	16°B		130
	130HL, 130GL	4–4x5	CI	Top	40–1500	5°A		.012	.009-11C	.014-16C			18mm	.025	.018	16°B		130
	140HS, 140GS	6–4¼x5½	Al	Top	40–1500	5°A		.010					18mm	.025	.018	16°B		130
	140HK,140GK	6–4¼x5½	Al	Top	40–1500	5°A		.010					18mm	.025	.018	16°B		130
	145HS, 145GS	6–4¾x6	Al	Top	40–1500	5°A		.006	.009-11C	.024-26C			18mm	.025	.018	16°B		130
	145HK,145GK	6–5¼x6	Al	Top	40–1500	5°A		.008	.009-11C	.024-26C			18mm	.025	.018	16°B		130

TREND OF AMERICAN TRUCK AND BUS ENGINES-1935-1941

This chart, which shows the trend towards higher compression ratio, more horsepower per cubic inch, more total brake horsepower, more revolutions per minute and less piston displacement has been prepared by the Ethyl Gasoline Corp. The data from which the chart was prepared are the average of values listed by the manufacturers of engines in trade publications from 1935 to 1941.



FRONT END ALIGNMENT

N—Negative

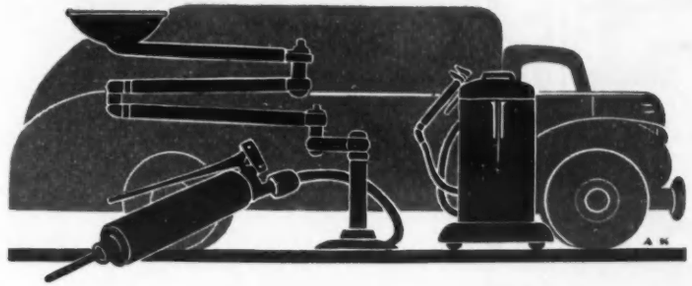
TRUCK MAKES AND MODELS	TOE-IN (In inches unless otherwise shown)	CAMBER (In degrees)	CASTER (In degrees)	KING PIN SLANT (In degrees)
AUTOCAR				
RG, RH, RHT, 6RH, UT, UNF, UTT, UNFT (1935-36)	0-1/4	1	2 1/2	8
D, 9T, 6D, UDT, 6UDF, RHD (1935-36)	0-1/4	1	1 3/4	8
DF, DFT, 6DF, DH, S (1935-36)	0-1/4	1	1	8
N (1935-36)	0-1/4	1	1/2	8
NT, DP (1935-36)	0-1/4	1	1 1/4	8
NF, 6N (1935-36)	0-1/4	1	1/4	8
NFT (1935-36)	0-1/4	1	3/4	8
T, 6T, UDFT, UNT, 6NF (1935); 6NF (1936)	0-1/4	1	1 1/2	8
TT, UDP (1935); T, 6T, UDFT, UNT, TT, UDF (1936)	0-1/4	1	2	8
UDF (1935-36)	0-1/4	1	1 3/4-2 1/4	8
UN (1935-36)	0-1/4	1	3 1/4	8
UNFT, 6UN (1935-36)	0-1/4	1	2 3/4	8
6UT (1935-36)	0-1/4	1	1/4N	8
C (1935-36)	0-1/4	1	0	8
UD, 6UD, US, UNF (1936)	0-1/4	1	2 1/4	8
TF, 6TF (1936)	0-1/4	1	1/2N	8
TFT (1936)	0-1/4	1	3/4-1N	8
6X2RL (1937)	0-1/4	1	2 1/2	8
RM, RL, RLD (1937); A, 6X2RL (1938)	0-1/4	1	2 1/4-2 1/2	8
D, 2TR, 3TR, 4TR, 6X2DF (1937); D, 3TR (1938)	0-1/4	1	2 -2 1/4	8
RMT, 1TR (1937); 1UTR, 2UTR, 3UTR (1937-38); 4TR, RLD, 6X4DF (1938)	0-1/4	1	2	8
DF, DP (1937-38)	0-1/4	1	1 3/4-2	8
UD (1937); RMT, 1TR, UD, 6X2UD (1938)	0-1/4	1	1 1/2-2	8
5TR (1937)	0-1/4	1	1 1/4-2	8
6X2UD (1937); 4UTR (1937-38); DH (1938)	0-1/4	1	1 1/2-1 3/4	8
N (1937-38)	0-1/4	1	1 1/4-1 3/4	8
DH (1937); NF, 5UTR (1937-38)	0-1/4	1	1 1/4-1 1/2	8
T (1937)	0-1/4	1	1/2-1	8
6X2T (1937-38); 6X4TO (1938)	0-1/4	1	3/4	8
6X2NF (1937)	0-1/4	1	1/2- 3/4	8
CP (1937)	0-1/4	1	1/4	8
S, 6X2UT (1937)	0-1/4	1	0 - 1/4	8
6X2UNF (1937)	0-1/4	1	N1/4 - 1/4	8
UNF, UDP, US (1937); C, 6X4TC (1938)	0-1/4	1	0	8
UN, UT (1937-38); UNF, UDP, 6X2UN, 6X2UNF, 6X2UT (1938)	0-1/4	1	N1/4-0	8
UDF, 6X2UN (1937); UDF, US, 6X4TD, 6X4UTO, 6X4UTD (1938)	0-1/4	1	N1/4	8
B, RM, RL, 2TR (1938)	0-1/4	1	2 -2 1/2	8
5TR, 6X2DF (1938)	0-1/4	1	1 3/4-2 1/4	8
UA (1938)	0-1/4	1	1 1/2-2 1/2	8
UB (1938)	0-1/4	1	1 1/2-2 1/4	8
T, 6X2NF (1938)	0-1/4	1	3/4-1 1/4	8
A, B, RL, RB (1939); C10, C20, C30, C40 (1940-41)	0-1/4	1	1/4-1 3/4	8
RLS, DF, 6X4DF, URB, URL, URLS (1939)	0-1/4	1	N1/4-1 1/4	8
N, AF, T, 4TR, 5TR, 6X2NF, 6X2T, UA, UB, 1UTR, 2UTR, 3UTR, 6X2UD (1939)	0-1/4	1	N1/2-1	8
D, RFT, 1TR, 2TR, 3TR, RLD, 6X2DF (1939); C10T, C20T, C30T, C40T, C40D, C4064, C50D, C50T, C60, C7062, C7064, C70, U4062 (1940-41)	0-1/4	1	0 -1 1/2	8
DP, DH, UD (1939); U60, C70D, U7064 (1940-41)	0-1/4	1	N3/4- 3/4	8
S, C (1939); C80D, C90D (1940-41)	0-1/4	1	N1 1/4-0	8
6X2RL (1939); C4062 (1940-41)	0-1/4	1	1/2-2	8
6X4TO (1939)	0-1/4	1	N1 - 1/4	8
6X4TC (1939); C8064, C9064, DU100T (1940-41)	0-1/4	1	N1 - 1/2	8
6X4TD, UDF, UN, UNF, 6X2UN, 6X2UNF (1939); U80D, U8062 (1940-41)	0-1/4	1	N1 1/4-1/4	8
UT, 4UTR, 5UTR, 6X2UT (1939); U90, U90T, U9062 (1940-41)	0-1/4	1	N1 -0	8
UDP, 6X4UTO (1939); U60D, U8064 (1940-41)	0-1/4	1	N1 1/2-1/2N	8
US, 6X4UTD (1939); U70, U80, U80D, U8062, U90D, U9064 (1940-41)	0-1/4	1	N1 1/4-1/4N	8
4X4N, 4X4S (1939)	0-1/8T	1	5 -7	8
U10, U20, DC100T (1940-41)	0-1/4	1	N1/2-1 1/2	8
U10T, U20T, U30T, U40T, U40D, U7062, C80, C8062, C90, C9062 (1940-41)	0-1/4	1	N1/2-1	8
U30, U40, C50, U50 (1940-41)	0-1/4	1	N1/4-1 1/4	8
C60T, C70T, C80T, C90T (1940-41)	0-1/4	1	1 -2	8
C6044, C7044, C8044, C9044, DC10044 (1940-41)	0-1/8T	0	3 -6	0
C80T, C90T (1940-41)	0-1/4	1	N1 -2	8
DC100D, DC10064, DC10062, DC10064, DU10062, DU10064 (1940-41)	0-1/4	1	N2 1/2-N1 1/2	8
U60T, U70T, DC100T	0-1/4	1	1/2-1 1/2	8
U80T	0-1/4	1	0-1	8
BANTAM 60	1/16-1/8	1/2	11	1 1/2
65	1/16-1/8	1 1/4	15	1 1/2
BROCKWAY				
80, 90 (1932-33)	1/16-1/8	2	1 -2	9
120, 140 (1930-33); 100, 150 (1933); 90X, 96, 110, 125X, 130, 145, 150X4, 150X5 (1935)	1/16-1/8	1	1 -2	7
141, 170, 195, 220 (1930-33); 160, 260 (1932-33); 162, 166, 160X, 165X, 170X, 175X, 190X, 195X, 220X, 240X, 260X (1935-41)	1/16-1/8	2	1 -2	0
87, V1200 (1935-36); 78, 83, 88, 92, 94, 96, 110, 112, 125X, 128, 130, 145, 146, 147, 152, 153, 154, 156, 150X4, 150X5 (1936-41)	1/16-1/8	1	1 -2	8
CHEVROLET				
1/2-Ton (1935-41); 3/4-Ton (1937-41)	1/8-1/4	1/2-1 1/2	1 1/4-2 1/4	7 1/8°
1-Ton (1937-38)	1/8-1/4	1/2-1 1/2	1 1/4-2 1/4	7 1/8°
1-Ton (1939-41); 1 1/2-Ton (1935-41)	1/8-1/4	1/2-1 1/2	2 1/4-3 1/4	7 1/8°
1 1/2-Ton C.O.E. (1940-41)	1/8-1/4	1/2-1 1/2	2 1/2-3 1/2	8°
CORBITT All 2-wheel drive (1936-38)	1/16-1/8	1	1 1/2-2 1/2	8
All 2-wheel drive (1939-41)	1/8-1/4	1	2 -3 1/2	8
All front-wheel drive (1939-41)	1/8-1/4	0	5 -7	0
DIAMOND T				
210, 211, 226	1/8	1	1 1/2	9
241, 261	1/8	2	2 1/2	9
311, 326B, 325DR, 351, 376	1/8	2	2 1/2	7 1/2
410A	1/4	2	3	7 1/2
425, 510, 525, 603A, 801A, 740, 750	1/4	2	3	0
1515, 1201, 1203, 1602A, 1603, 2501	1/4	2	4 1/2	0
243, 311C, 312, 351C, 352 (1935)	1/8	2	2 1/2	7 1/2
412B, 412DR, 512B, 512DR (1935)	1/8	1	2 1/2	7 1/2
211A, 220, 227 (1935); 212A, 212B, 221, 228 (1936-37)	1/8	1	1 1/2	9
244, 313, 320, 353, 360 (1936-37)	1/8	2	1 1/2	8
412B, 412DR, 512B, 512DR (1936-37)	1/8	1	2 1/2	8
80 (1936-37)	1/8	1	3 1/2	9
80, 301, 304 (1938); 201, 305, 306, 306SC (1939-41)	1/8	1	4 1/2	9
404SC, 509SC, 612SC, 614SC, 404, 405, 406, 513, 615 (1938-40-41)	1/8	1	1 1/2	9
509, 611, 612, 613, 614, 513, 401, 402, 507, 607, 609, 508, 610, 404C, 509C, 513C, 612C, 614C (1938-41)	1/8	1	1 1/2	8 1/2
412DR, 512B, 512DR, 805H, 805W, 805B, 806BW, 805DR, 805DRW, 806H, 806W, 807W, 808W, 900W (1938-40)	1/8	1	2 1/2	8
802, 803, 804, 803C, 804C, 615C, 803C, 804C (1938-41)	1/8	1	1 1/2	8
201C, 305C, 306C (1940-41)	1/8	1	1	9
DODGE				
KC, KCL (1935)	1/16	1	2	
KH31A, KH32A, KH33A, K32A, K33A, K34A (1935)	1/32-1/16	2	1 1/2	
LE-30, LE-31, LE-32, FD3-29, FD3-35, FD3-62, LF-35, LF-36, LF-37, FD4-29, FD4-36, FD4-62, LF-38, LF-39, FDD4-62, FDD4-85 (1936)	1/32-1/16	2	1 1/2	7
K45A, K46A, K47A, K48A (1935)	1/32-1/16	2	1 3/4	7
LH-45, LH-46, LH-47, LH-48, FD6-36, FD6-51, FD6-12, FD6-60 (1936)	1/32-1/16	2	1 3/4	7
K52 Special (1935)	3/32	2	3 1/2	9
K60A, K61A, K62A (1935); LM-70, LM-71, LK-60, LK-61, LK-62, LK-63 (1936); ML, MK (1937)	1/16-1/8	1	2	8
RL, RK (1938); TL, TK, TLD, TKD (1939)	1/16-1/8	1	2	8
VL, VK, VLD, VKD, WL, WK, WLD, WKD (1940-41)	1/16-1/8	1	2	8
LC, FD1-16	1/8	1	2	9
MC, FE1-16, PT-50, MD, FE2 (1937); RC, RD (1938); TC, TD-15, TD-20, TD-21 (1939); VC, VD, WC, WD	1/8	1 1/2	2	4
ME, FE3, MF, FE4 (1937); RE, RF (1938); TE, TF, TG, TH (1939); VF (1940); WF (1941)	1/16-1/8	2	1 1/2	7
MG, MH, FE6 (1937); RG, RH (1938); VM, VG, VH (1940); WFM, WG, WH, WGM, WHM (1941)	1/16-1/8	2	2	7
MO, MP (1937); RO, RP (1939)	1/16-1/8	1	2 1/2	8
FEDERAL				
X8, X8R (1930-36)	1/4	1	2 3/4	0
E4B (1933)	1/4	2	3 1/2	0
A7, A8, 30, 36, 37, 40 (1931-35)	1/4	2	3	7 1/2
15A, 15B, 15X, 20A, 20B, 20C, 21, 22 (1933-34)	1/4	1	1 3/4	7 1/2
25A, 25B (1933-34)	1/4	2	1 3/4	7 1/2
C7, C7W, C8, C8W (1934-36)	1/4	1	2 1/2	8
15D, 18D, 20D, 25D (1935)	1/4	1	1 3/4	7 1/2
T10B, T10W (1937)	1/8	1	3	9 1/2
X8, X8R (1937)	1/16	1	2 3/4	0
10E, 9,9E, 11, 11E, 15D, 18D, 20D, 25D, 28D, 29D, 40E, 50E, 50H, C7, C8, C7W, C8W (1936-38)	1/16	1	3	8
11, 11K, 12, 12K, 14, 14K, 15, 15K, 18, 18K, 20, 20K, 25, 25K, 29, 29K, 35, 40F, 45, 50F, 55, 62, 63, 65, 66, 75, 75K, 80, 80K, 85, 85K, 89, 89K, 90, 92, 94	1/8	1	3	8
7, 8	1/8	1	3 1/2	8
FORD				
A Commercial Car (1928-31)	3/32	2-1/4	6 1/2-3 1/2	7
AA Truck (1928-31)	3/32	2-1/4	5 -3	7
B (4 and 8 cyl.) Commercial Car (1932)	3/32	2-1/4	9 -4 1/2	7
BB (4 abd 8 cyl.) Truck (1932-34)	3/32	2-1/4	5 -3	7
46 Commercial (1933-34); 50 Commercial (1935)	3/32	2-1/4	9 -4 1/2	8 1/4
51 Truck (1935-36)	0	3/4-1/4	5 -3	8 1/4
67 Commercial Car (1936)	1/16	3/4-1/4	9 -4 1/2	8 1/4
73, 77 Commercial Car (1937)	1/16	1-1/4	9 -4 1/2	8 1/4-8
75, 79 Truck (1937)	0	3/4-1/4	5 -3	8 1/2-8
81T, 817T (1938); 91T, 99T, 917T, 997T (1939) Trucks	0	3/4	5	8 1/4
81Y, 82Y (1938); 91Y, 92Y (1939) 1-Ton	1/10	3/4	8	8
81C, 82C (1938); 91C, 922C (1939) Commercial	1/16	1	8	8
911W, 991W, 91W, 99W, 917W (1939) (C.O.E.)	0	3/4	1 -3 1/2	8 1/4
O18T, O98T, O1T, O9T (1940 Reg.)	1/16	3/4	3	8 1/4
O1W, O9W, O11W, O91W (1940 C.O.E.)	1/16	3/4	1 -3 1/2	8 1/4
O2D, O1D, O2Y, O1Y (1940 3/4-and 1-Ton)	1/16	3/4	3	8
O22C, O1C (1940 Comm.)	1/16	3/4	8	8
118T, 119T, 11T, 19T (1941 Reg.)	1/16	3/4	3	8 1/4
11W, 19W, 111W, 191W (1941 C.O.E.)	1/16	3/4	4 1/2	8 1/4
110, 11Y, 1NY (1941 3/4-and 1-Ton)	1/16	1	3	8
11C, 1NC (1941 Comm.)	1/16	1	8	8
FWD				
M7, HS, HG, MJ6, M10, MX6X6, MJ6X6	0	1 1/2	2	4 1/2
All others	0	1 1/2	2	0
GENERAL MOTORS				
T16, T18	1/16-1/8	1 1/2	2	7 1/4
T23, T46, T51, T61, T73, T90, T74	1/16-1/8	1	2	8
T33, T43	1/16-1/8	1	2 -4	8
T75, T83, T84SX, T85, T95, T110, T130, T78	1/16-1/8	1	2 3/4	8
T14 (1936)	1/32-1/16	1 1/2	2 1/4	7 1/4
T16, T16H (1936)	1/4-1/16	1 1/2	3	7 1/4
T18, T18H, T23, T23H, T33, T33H, T46, T61, T61H (1938); F16, T16H, F16H, T18, F18, T18H, F18H,				

SPECIFICATIONS

T—Toe-Out

TRUCK MAKES AND MODELS	TOE-IN (In inches unless otherwise shown)	CAMBER (In degrees)	CASTER (In degrees)	KING PIN SLANT (In degrees)
T23, F23, T23H, F23H, T33, F33, T33H, F33H, T46, F46, T46-400, F46-400, T61, F61, T61H, F61H	1/8–1/4	1	1½	8
T16H, F16, F16H, F23, F23H, T23, T23H, T33, T33H	1/16–1/4	1	1½	8
T16 (1937)	1/4–1/16	1½	2¾	7¼
T18, T18H (1938)	1/16–1/4	1	2	8
T46, T61, T61H	1/16–1/4	1	1½	8
T14 (1937); T14, T145, T15, T155 (1938)	1/4–3/32	1½	2¾	7¼
AC-100, AC-150, CC-150, CC-250	1/4–3/32	1½	2¾	7¼
AC-250, AF-240	1/4–3/32	1½	2½	7¼
T16, AC-300	1/16–1/4	1½	2¾	8
F18, F18H, AF-300, AF-310, AF-350, AC-400, AF-400	1/16–1/4	1	1	8
AC-350, AC-700, AF-700, AC-800, AF-800, AC-850, AF-850	3/16–1/4	1	¾	8
F33, F33H, F46, F61H, AC-450, AF-450, CC-450, CF-450, AC-500, AC-550, AF-500, AF-550, AC-600, AF-600, AC-650, AF-850	1/8–1/4	1	½	8
CC-100	3/32–7/32	1½	3	7¼
CC-200, CC-300	1/8–1/4	1½	3	7¼
CC-350, CF-350, CC-400, CF-400	1/16–1/4	1	1½	8
GRAMM				
AX4, AX6, BX4, BX6, BXF, CX4, CX6, CXH(1933-35)	1/8	1	2	8
B, BF, C, CF (1933-35)	1/8	1	2½	8
CXF, DX (1933-35): 71, 76, 86, 96, D71, D76, D86, D96 (1940-41)	3/16	1	2	8
D, DF (1933-35)	3/16	1	2½	8
EX, E, ED (1933-35)	1/8	1	3½	8
EY100, GY (1933-35)	3/16	1	1	8
G, GF, GW, GWD (1933-35)	1/4	1	2½	8
HY (1933-35)	1/4	1	1	8
15, 25, 30, 40, 45 DJX40, 21, 31 (1936-41)	1/8	1	1¾	9
50, 55, 70, 75, 85, DJX55, DJX70, DJX75, DJX85 (1936-39); 56, D56 (1940-41)	1/8	1	2	8
11 (1940-41)	1/8	1½	2	7
41, 46, D46 (1940-41)	1/8	1	1¾	8
HUG				
23, 42, 23W, 42W	1/16–3/16	2	1	7½
43, 70, 85W, 87, 87W, 98, 99, 99S, 15W, 19W, 83W, All-wheel-drives	1/16–3/16	2	1	0
15, 19	1/16–3/16	2	1	8½
INDIANA				
47DR, 43DR, 19DR, 17DR, 17ADR, 17, 17A	0–1/8	2	1½	0
95DR, 95, 95W75, 95SBT151, 14B, 16, 85	0–1/8	1	1½	8
17ASW151, 17SW251, 17SBT251	0–1/8	1	1½	0
84, 86, 87	0–1/8	1½	1½	7
INTERNATIONAL				
C1, C5, C15	1/8	2	2	7½
M2, C10, C20, M3	1/8	1	2	8
A1, A2, B2, A4, C50, A5, A6, C55, C60	1/8	1	2½	8
B3, C30, B4	1/8	1	1	8
C35, CS35, C40	1/8	1	1¼	8
W1, W2	3/32	1	0	8
A7, A8	3/32	1	½	8
D2, D5, D15, D2M	1/8–1/16	2	1–2	7½
D30, DS30, D30B, DS30B, D15M, D35, DS35, D35B, DS535B, D40, DS40, D40B, D186T, DS186T, D216T, DS216T, D300, DS300	3/16–1/4	1	2-3	8
D50, DR50, DS50, D60, DR60, DR70, D246T, DR246T, DS246T, D246F, DR346T, D346F, DR426F, D500, DR500, DS500, DR700	3/16–5/16	1	½-2	8
AR626F	1/16–1/8	1	0–1	8
K1, K2, K3	1/8–1/16	2	2-3	7½
K4, K34, K5, KS5	1/8–1/16	1	2-3	8
KENWORTH				
513, 514, F209 (1936-37)	1/8–3/32	0	5	0
513, 514, 539, 540, 541, 542 (1938)	1/8–3/32	0	4½–7	0
All others (1936-40)	1/8–1/4	1	1	8
LA FRANCE-REPUBLIC				
All models	1/8–3/16	1	1½–2	8
MARMON-HERRINGTON				
All Ford 1½-ton models (1936-41)	0–1/8	0	1½	0
All LD models (1936-41)	1/16–1/8	0	1½	8¼
All other models	0–1/8	0	4	0
OSHKOSH				
JCB, JD, W-100, W-200	1/8–3/16	1½	1	8½
WLX, WLD, B3S, B3D, C3S, C3D, R3S, FC35, FB35, FS, FC, FB	1/8–1/4	1½	3½	0
W-300, W-400, W-500, W-600, W-700	1/8–1/4	1	1	3
BG3, GD	1/8–1/4	1½	1½	6
W-800	1/8–1/4	1½	1	6
REO				
1A, 1B (1F-1510F), 1C, 1D (1F-1900F)	1/8–1/4	1½	¾	8
1B (1510F-UP), 1BR, 1BY, 1D (1900-UP), 1DP, 1DY, 2B, 2BR, 2D, 2DR, 2L	1/8–1/4	1½	1½–	8½
BA	0–1/8	1½	2½	7
BN	0–1/8	1½	3½	8
DA, DC, DF	1/8–1/4	1½	2½	8
FA, FB, FC, RD, FE, FF, FH, FK	1/8–1/4	1½	2¾	7
GA (1S-975S)	1/8–1/4	2½	4½	
GA (975S-2482F), GB (1S-485F), GC (1S-1194F), GD (1F-459F), GE	1/8–1/4	2½	2½	7
GA (2482F-UP), GB (485F-UP), GC (1194F-UP), GD (459F-UP)	1/8–1/4	2½	2¾	8½
1A4, 1B4, 1B4R, 1B4Y, 1C4, 1D4, 1D4R, 1D4Y, 1D4M, 2B4, 2B4R, 2D4, 2D4R, 2L4, 2L4C, 2LM, 1L5 (1935)	1/8–1/4	1½	¾	8½
2L4H, 21MH, 2H, 2HR, 2J, 2JR, 2K, 2KR, 3H, 3HR, 3J, 3JR, 3K, 3KR, 3M, 3MR, 3L6, 3L8, 3LC6 (1935)	1/8–1/4	1	1½–	8½
4H, 4WH, 4J, 4WJ, 4K, 4WK, 4M, 4WM (1935)	1/8–1/4	1	1¼	8½
S4P (1935)	0–1/8	1½	3½	8
6AP (1936)	0–1/8	1½	2½	8
1A4, 1A4H, 1CA, 1C4H, 1B4, 1B4H, 1D4, 1D4H, 2D4, 2B4, 2LC4, 2H5, 2J5 (1936)	1/8–1/4	1½	¾	8½
2D4M, 2DM4H (1936)	1/8–1/4	1	¾	8½
3H5, 3J5, 3K5 (1936)	1/8–1/4	1	1½	8½
3HR5, 3JR5, 3KR5, 4J5, 4K5 (1936)	1/8–1/4	1	1¼	8½
450, 650 (1937)	0–1/8	1½	2	8
475, 675 (1937)	0–1/8	1½	2	7
3P7 (1937)	1/8–1/4	1	½	8½
1A4, 1A4H, 1C4, 1C4H, 1B4, 1B4H, 1D4, 1D4H, 2B4, 2D4, 1L5, 2L4, 2L4H (1937-38)	1/8–1/4	1½	¾	8½
2H5, 2J5 (1937-38)	1/8–1/4	1	¾	8½
3H5, 3J5, 3K5, 3HR5, 3JR5, 3KR5 (1937-38)	1/8–1/4	1	1½	8½
4H5, 4J5, 4K5, 36H, 2L7M, 2L7MH, 3L6H (1937-38)	1/8–1/4	1	1¼	8½
1B7M, 2B7M (1938)	1/8–1/4	1	1	8½
19, 20, 21, 22, 23 (1940)	0–1/8	½–1	¾–1	8
19, 20, 21, 22, 23, 4D19, 6D19, D20, OSL-41, NWL-41 (1941)	0–1/8	1	¾–1	8
STERLING All models	1/8–3/16	1	1½–2	8
STEWART 41H, 46H, 47H (1935-36)	3/32–1/16	1	0	9
18XS, 48-8, 58X (1935-36)	3/32–1/16	2	2½N	7½
18XS, 32X, 48-8, 58X (1935-36)	3/32–1/16	2	1½N	7½
27XS, 31X (1935)	3/32–1/16	1	½	8
29XS, 32X (1935)	3/32–1/16	2	1½N	7½
38-8, 38-6 (1935-36)	1/32–1/16	1	1½N	8
40H, 60H (1935-36)	3/32–1/16	1½	1½	7
46HB, 48HB, 47HB, 49HB (1935-36)	3/32–1/16	2	½N	7½
48H, 50H (1935-36)	3/32–1/16	2	1¾N	7½
49H (1935-36)	3/32–1/16	2	0	7½
40HC, 60HC (1937)	0	1½	1¼–1½	7
61H, 47A, D10A, 47A (1937-38)	0	1	1¼–1½	8½
45A (1937-38); 45AL (1938)	0	1	1 –1¼	9
49A, 50A, 51A, D30A (1937-38)	0	2	1½–1¾	8½
58A, 59A (1937-38)	0	2	1¾–2	8½
38-6, 31X (1937-38); 38A (1940-41)	0	2	1 –1¼	8
47AB, 49AB, 51AB	0	1	1½–2	8½
49A (1940-41)	0	2	1½–1¾	9
58A, 59A (1940-41)	0	2	1¾–2	8
STUDEBAKER				
S20, S30 (Before serials 3401715 and 3425745) S40, S50, S60, S41, S51, S61, S120, S130, S140, S150, S6, S8 (1931-33)	1/16–1/8	0–1	¼–¾	8
S20, S30 (After serials 3401715 and 3425745) S21, S31, S2, S3 (1931-33)	1/16–1/8	0–1	¼–¾	9
1T2, 2T2 (1935-36)	1/16–1/8	1	¼–1	9
1T6, 1W7, 1W8, 2W6, 2W7, 2W8 (1935-36)	1/16–1/8	1	¼–1	8
J5 (1937)	1/16–1/8	1–1½	1 –1½	9½
J15, J15M (1937); K10, K15, K15B (1938-40)	1/16–1/8	1	½–1	9
J20, J25, J30 (1937); K20, K25, K30 (1938-40)	1/16–1/8	1	½–1¼	8
J20M, J20MB, J25M, J25MB, J30M (1937)	1/16–1/8	1	½–1	8
K5 (1938); L5 (1939)	1/16–1/8	¼–¾	0 –1½	5½
K15M, K20M, K20MB, K25M, K25MB, K30M (1938)	1/16–1/8	1	0 –1½	8
Coupe Express (1941)	1/16–1/8	1	2	7½
All Other Models (1941)	1/16–1/8	1	1¼	8
WALTER				
FN, FM, FKD, FCS, FCKD, FKM, FCK, FC, FB, FBR	N–3/16	1½	5	2
WHITE				
15, 15B	All White Models (Balloon Tires)—1/16–1/8	1½	1½	0
160, 161, 162, 60, 60K, 601, 602		1	3¾	8½
20, 20A, 20D		1½	3	0
210, 211, 212, 611, 612, 612K, 613		1	3½	8½
40, 40A, 40D, 45, 45A, 45D, 52, 52D, 52T, 55, 50B (Elliott Type Axle)		1½	0	0
51AS, 58S, 620K, 621K, 63, 630, 64, 640, 50B, 51A (Reverse Elliott Type Axle)		1	3½	8½
51, 51A (Elliott Type Axle)		1½	2¾	0
53, 701, 702, 784, 786, 788		1	1½	8½
54, 59, 54A, 59A, 691, 712, 713		1	2¾	8½
56		1½	1½	0
618, 618K, 620, 621, 630K, 631, 631K, 640K, 641K, 642, 643, 58SS		1	3½	8½
57		1½	2½	0
58, 685, 706M		1	2½	8½
65, 65A		1	1¾	8½
684, 686		1	1	8½
730, 731		1	2½–3½	8½
718, 750, 750T		1	2	8½
703, 704, 705, 704K, 706, 708, 709, 710, 720, 722, 804, 805, 809, 810, 784, 786, 788, 720T		1	3	8½
706M, 7786, 7788, 812, 818, 850		1	3½	8½
700, 800, 800M, 802, 804, 1010, 1012		1	1½	8
820, 822		1	3½	8
White Horse (1940)		1	3¼	9
WA14, WA18, WA20, WA34		1	2½	8
WA22, WA26, WA114, WA118, WA120, WA122, WA126, WA134		1	2½	8½
White Horse (1941)		1	1½	9½
WILLYS				
C101, T101, C113, C131, C157, 77 (1929-37)	1/8	2	1 –2	7½
37, 38, 48, 440, 441, 440P, 441P (1937-41)	1/8	2	3	7½

LUBRICATION SPECIFICATIONS

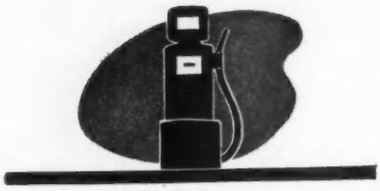


ABBREVIATIONS

*—Fibre Grease for pin and bushing type; 160 for needle bearing type
**—Use 90EP below 30°; 140EP above 30° on all 2-speed axles
†—10% kerosene in extremely low temperatures
††—Use 40 for high speed above 90°
§—Use 50 for high speed above 80°
♯—Use 40 in 672 and 707 Diesel engines
‡—Use 90EP with dual performance axles. Do not use EP in double reduction axles
a—Double reduction and 2-speed axles 110EP
b—Double reduction and 2-speed axles 90EP (140EP at temperatures above 100°)
A—Also front axle
C—Use 90EP in two-speed axles on Models 147, 154, 156
d—If equipped with steering column shift use 90
e—If equipped with steering column shift use 80
f—Under severe conditions use 140
EP—Extreme pressure
FG—Fibre Grease
H—Heavy duty
Hyp—Hypoid lubricant
Kero—Kerosene
M—Mild
N—Normal duty
(S)—Summer
SS—Sodium soap
(W)—Winter

TRUCK MAKE AND MODEL	ENGINE Viscosity and Temperature Range			TRANSMISSION Summer	TRANSMISSION Winter	REAR AXLE Summer	REAR AXLE Winter	STEERING GEAR Summer	STEERING GEAR Winter	UNIVERSAL JOINT
AUTOCAR—All Models (1935-39)	(S)40	(W)30		160	110	160	110	160	110	160
All Models (1940-41)	(S)30♯	(W)20		140	90	140	90	140	90	140-90
BANTAM 60	(S)30	(W)20		160	90	160	90			None
65	(S)30	(W)20		140	90	140	90			None
BROCKWAY 78, 83, 88, 92, 94, 112, 128, 146, 147 (1935-41)	N30 above 32°	H40 above 32°	30 below 32°	160	110	160(C)	110(C)	160	110	160
152, 153, 154, 156, 162, 166, 170X, 175X, 195X, 220X, 240X, 260X (1934-41)	N40 above 32°	H40 or 50 above 32°	30 below 32°	160	110	160(C)	110(C)	160	110	160
CHEVROLET—All Models (1935)	20 above 75° 20W@32°—75°	10W@-15°—32°	90% 10W, 10% Kero below-15°	160	90†	160	90†			160-90†
All Models (1936-37)	30 above 50° 20@30°—80°	20W@10°—80° 10W@10°—45°	90% 10W, 10% Kero below 20°	160	90†	160	90†			160-90†
All Models (1938)	30 above 50° 20@30°—50°	20W@10°—30° 10W@10°—10°	90% 10W, 10% Kero below-10°	90	90†	90 ¾-Ton 90EP	90 ¾-Ton 90EP			90
All Models (1939)	20 or 20W above 32°	20W@10°—30° 10W@-10°—10°	90% 10W, 10% Kero below-10°	90	90	90 ¾-Ton 90EP	90 ¾-Ton 90EP			90
All Models (1940-41)	20 or 20W above 32°	20W@10°—30° 10W@-10°—10°	90% 10W, 10% Kero below-10°	90	90	90Hyp	90Hyp			90
CORBITT—All Models (1934-38)	(S)40	(W)30		110	90	160	110	160	160	160
All Models (1939-40)	(S)40	(W)30		160	90	160	90	160	160	160
DIAMOND T—211, 211A, 220, 226, 227, 242, 243, 262, 311B, 311C, 312, 351B, 351C, 352, 411B, 412B, 511B, 512B (1934-35)	40 above 40°	30 below 40°		160	90	**160	** 90	160	160	160
311DR, 351DR, 411DR, 412DR, 511DR, 512DR (1935-36)	40 above 40°	30 below 40°		160	90	**110EP	**110EP	160	160	160
228, 412B, 512B, 80, 212A, 212B, 221, 244, 313, 320, 353, 360 (1936-37)	40 above 40°	30 below 40°		160	90	**160	** 90	160	160	160
412DR, 512DR (1936-37)	40 above 40°	30 below 40°		160	90	**110EP	**110EP	160	160	160
All Models (1938-39)	40 above 40°	30 below 40°		160	90	160EPa	90EPa	160EP	110EP	160EP
All Models (1940)	40 above 40°	30 below 40°		140	90	140EPb	90EPb	140EP	140EP	140EP
805, 805C, 806, 806C, 900 (1941)	40 above 40°	30 below 40°		140	90	140EPb	140EPb	140EP	140EP	140
All Other Models (1941)	40 above 40°	30 below 40°		140	90	140EPb	90EPb	140EP	140EP	140
DODGE—LC				140	90	140	90	90	90	FG
LE, LF, K-50V, K-60V, ME, MF, ML, MK, RE, RF, RL, RK, TE, TF, TL, TK, VL, VK				140EP	90EP	140EP	90EP	90	90	140
LG, LH, MG, MH, RG, RH				140EP	90EP	140EP	90EP	90	90	140
MC, RC, TC, TD-15, VC, VD, WC, WD	40 above 90°	20W@10°—32°	90% 10W, 10%	140	90	90Hyp	90Hyp	90	90	FG
MD, RD, TD-20, TD-21	30@32°—90°	10W@-10°—10°	Kero below-10°	140	90	140EP	90EP	90	90	FG
TG, TH, VG, VH, VF, VM, WF, WFM, WG, WH, WGM, WHM				140EP	90EP	90Hyp	90Hyp	90	90	140
WL, WK, WLD, WKD				140EP	90EP	90EP	90EP	90	90	140
FEDERAL—15, 18, 20, 25, T10B, T10W (1935)	(S)30	(W)30		160	160	160	160			160
28, 29, 30, 40, 40DR, 50, C7, C8, X8, X8R (1935)	(S)30	(W)30		200	200	160	160			160
All (1936-37)	(S)50	(M)30	(W)20	160	160	160***	160***			160
9 (1938); 7 (1940)	N30, H40@50°—110°	N20, H30@15°—50°	N10, H20@-20°—15°	160	90	160	90			160
C7, C8, 40, 50, 40F, 50F, 62, 63, 65, 66 (1939)	N40, H50@50°—110°	N30, H40@15°—50°	20@-20°—15°	160	90	160	90			160
40, 50, 50H, 62, 63, 66, 62, 65, 66 (1940-41)	N40, H50@50°—110°	N30, H40@15°—50°	N20, H30@-20°—15°	160	90	160	90			160
8, 10, 11, 11K, 12, 12K, 14, 14K, 15, 15K, 16, 17, 18, 18K, 20, 20K, 25, 25K, 29, 29H, 29K, 35, 45, 55, 75, 75K, 76, 77, 80, 80K, 85, 85K, 89, 89H, 89K, 90, 92, 94, 94H (1939-41)	N40, H50@50°—110°	30@15°—50°	20@20°—15°	160	90	160	90			160
FORD—All (1932-38)	50 above 90° 40@30°—110°	30@20°—65°	20W above 10° 10W above-10°	140	90 or 110	140EP	90EP or 110EP	160	90 or 110	
All (1939-40)	40 above 90°	30 above 32°	90% 10W, 10%	140(d)	90(e)	140EP(M)	90EP(M)	90	90	SS
All (1941)	40 above 90°	30 above 32°	Kero below-10°	140(d)	90(e)	140EP(M)	90EP(M)	90	90	140
FWD—HS, T26 (1934-35)	(S)40	(W)20W		140	90	140EP	90EP			
H6, HH6, CU6, CU6A, SSU, SSUA, M5, MF6, LBU, MO5, 60T, 72T (1934-35)	(S)50	(W)30		140	90	140EP	90EP			
M7 (1934-35)	(S)50	(W)30		140	90	140EP	90EP			
All Models (1936-41)	(S)50	(W)30		140	90	140EP	90EP	140EP	90EP	160

GENERAL MOTORS—T16, T18, T33, T33L, T43T, T23 (1934-35)	40 above 90°	30@32°—90°	20W@32°—0°		90 below 15°	160	110@			110
T46 (1934-35)	50 above 90°	40@32°—90°	10W below 0°	160	110@	above	15°—35°	160	160	160
T78, T78T, T75H, T75, T75T, T73, T73H (1934-35)	40 above 35°	30@32°—35°			15°—35°	35°	90 below 15°			
T14, T16, T16H, F16, F16H, T18, T18H, F18, F18H, T23, T23H, F23, F23H, T33, T33H, F33, ▶ F33H, T46, F46 (1936-37)	40	30@	20@30°—70°	160	90 below 15°	160	110@	160	110	Same
T46, F46, T61, F61, T61H, F61H (1936-37)	above 80°	40°—80°	20W@10°—70°	above	110@	above	15°—35°	and	and	as Rear
T14, T145, T15 (1938)	50 above 80°	40@50°—80°	10W@10°—45°	35°	15°—35°	35°	90 below 15°	3%SS	3%SS	Axle
T155, T16, T16H, F16, F16H (1938)	20@30°—110°	20W@10°—70°		90		90		140 or	90 or	(S)140
T18, T18H, F18, F18H, T23, T23H, F23, F23H, T33, T33H, F33, F33H, T46, F46 (1938)	20@30°—110°	20W@10°—70°			90	140 or 160‡	90‡	160	110	or 160
T61, T61H, F61, F61H (1938)	30@40°—110°††	20@40°—70°	10W@-10°—45°	140 or		140 or		and	and	(W)190
AC-100, AC-150 (1939); AC-250, AC-300, AC-350, AC-400, AC-450, AF-200, AF-240, AF-241, AF-300, AF-310, AF-350, AF-400, AF-450 (1939-40)	40@50°—110°§	20W@10°—70°	90% 10W, 10%	160		160‡		3%SS	3%SS	or 110
AC-100, AC-150 (1940); CC-100, CC-150 (1941)	H30@40°—110°		Kero below-10°							
CC-250, CC-260, CC-300, CC-350, CC-400, CC-450, CF-350, CF-400, CF-450 (1941)	N20@32°—110°	20W@10°—70°		90(f)	90	140‡	90‡	140	90	Same
	20@32°—110°	20W@10°—70°		90(f)	90	90Hyp	90Hyp	and	and	as
AC-500, AC-550, AC-600, AC-650, AC-700, AC-800, AC-850, AF-500, AF-550, AF-600, AF-650, AF-700, AF-800, AF-850 (1939-41)	H30@40°—110°	20W@10°—70°		90(f)	90	90(f)‡	90‡	3%SS	3%SS	Steering
	N20@32°—110°									Gear
	H30@40°—110°	20W@10°—70°		140	90	140‡	90‡			
	N20@32°—110°									
GRAMM—All Models (1935-41)	30 to 40 above; 32°	20 to 30@10°—32°	10 to 20 below 10°	160	90	160	90	160	90	160
HUG—15W, 19W, 23W, 83W, 85W, D92U, D98, D99, D99S, 50-6	40@50°—110°	30@15°—50°	20W@-20°—16°	140	90	140	90	160	90	160
42W, 43W, 87W, 92V, 98, 44-4, 45-4, 99, 99S, 46-4	50@50°—110°	40@15°—50°	30@-20°—15°	140	90	140	90	160	90	160
INDIANA—All Models (1934-40)	#30 above 32°	20W above 10°	10W above-10°	110	90	110EP	90EP	110	110	160
INTERNATIONAL—All Models	(S)N30 or 40	30@32°—90°	10W@-10°—10°	140	90	140**	90**	140	90	140
	(S)H40 or 50	20W@10°—32°								
KENWORTH—146, 146SW, 146SBT (1936-37)	(S)30	(W)20		140	90	140	90	140	140	140
241A, D241C, 346C (1936-37)	(S)50	(W)30		140	90	140	90	140	140	140
All others (1936-37)	(S)40	(S)30		140	90	140	90	140	140	140
H30 (1938)	50 above 32°	30@0°—32°		140	90	140	90	140	90	140
505 to 512; 514, 519, 520, 521, 522, 523, 524, 543, 544, 545 (1938-41)	50 above 90°	40@40°—90°	30@10°—60°	140	90	140	90	140	90	140
513, 536, 537, 538, 553, 554, 555, C21, H40 (1938-41)	40 above 75°	30@32°—75°	20W@0°—32°	140	90	140	90	140	90	140
525 to 535; 529, 540, 541, 542 (1938-41)	40 above 50°	30@5°—50°	20W@0°—5°	140	90	140	90	140	90	140
LA FRANCE REPUBLIC—C3, D4, E4 (1934-35)	40@32°—90°	30@0°—32°	20W@15°—0—	140	90	140	90	140	140	140
F4, H6, K1, M4, MT4 (1934-38)	50@32°—90°	30@0°—32°	20W@15°—0°	140	90	140	90	140	140	140
EH5B, EH5D, EH6B, EH6D (gasoline engines)	40@50°—110°	30@15°—50°	20W@-20°—15°	140	90	140	90	140	140	140
FH5B, FH5D, HH7, KH2, MH5 (gasoline engines)	50@50°—110°	40@15°—50°	30@-12°—15°	140	90	140	90	140	140	140
MARMON-HERRINGTON—Ford conversions	(S)40	(M)30	(W)20(10 below 10°)	140	90	140A	90A	90EP	90EP	140
All other models	(S)50	(M)40	(W)30	140	90	140A	90A	140	90	140
OSHKOSH—All Models (1936-41)	40 above 32°	30@0°—32°	20 below 0°	140	90	250	140			140
REO—All Models (1934-39)	30 above 18°	20W@0°—18°	10W below 0°	140	90	140	90			140
All Gasoline Models (1940-41)	30 above 32°	20W below 32°		140	90	140	90			
All Diesel Models (1941)	40 above 50°	20@0°—50°	20 below 0°	140	90	140	90			140
STERLING—FB50 De Luxe, FB60 De Luxe, FB70 De Luxe (1934-38)	40@32°—90°	30@0°—32°	20W@15°—0°	140	90	140	90	140	140	140
FB80, FD90, FC90 (1934-38)	50@32°—90°	30@0°—32°	20W@0°—15°	140	90	140	90	90	90	140
FD97, FD115, FC100, FC135, HC140, HC170 (1934-38)	50@32°—90°	30@0°—32°	20W@0°—15°	140	90	140	90	140	140	140
FBT130 (1934-35)	40@32°—90°	30@0°—32°	20W@0°—15°	140	90	140	90	90	90	140
FBT152, FDT180, FCT180, FDT200, FCT200, HCS210 (1934-38)	50@32°—90°	30@0°—32°	20W@0°—15°	140	90	140	90	140	140	140
MB75, MD75, MS75, MB85, MD85 (1939-41) (gasoline)	40@50°—110°	30@15°—50°	20W@-20°—15°	140	90	140	90	110EP	110EP	140
MB90, MD90, HC175, HC200, HC185, HC250, HCS255, HCS285, HCS300 (1939-41) (gas.)	50@50°—110°	40@15°—50°	30@20°—15°	140	90	140	90	110EP	110EP	140
JB90, JD90, HD105, HD110, HD115, HD135, HD137, HD145, HD165, HD175, HC105, HC115, JC137, JC145, HC145, HC147, HC156, HC165, HBT128, HWS128, HDS128, JDS160, JWS160, HDS235, HWS235, HCS225 (1939-41) (gasoline)	50@50°—110°	40@15°—50°	30@20°—15°	140	90	140	90	140	140	140
STEWART—49A	(S)30	(W)20		160	90	160	90	160	90	160
58A, 59A	(S)40	(W)30		160	110	160	110	160	110	160
38A	(S)50	(W)30		160	110	160	110	160	110	160
STUDEBAKER—T2, T4, T6, T8 (1934); IT200, IT600 (1935)	30 above 45°††	20@10°—45°	10 below 10°	140	90	140	90			
W8 (1934); IW700, IW800 (1935)	50 above 32°	40@0°—32°	30 below 0°	140	90	140	90			
2T2, 2M2, 2TB2 (1936)	30 above 45°††	20@10°—45°	10 below 10°	140 above 32°	90 below 32°	140 above 32°	90 below 32°			
2W6, 2M6, 2NB6, 247 (1936)	40 above 32°	30@0°—23°	20 below 10°	140 above 32°	90 below 32°	140 above 32°	90 below 32°			
2WB (1936)	50 above 32°	40@0°—32°	20 below 0°	140 above 32°	90 below 32°	140 above 32°	90 below 32°			
J5 (1937)	30@45°—90°††	20@0°—45°	10 below 0°	90	90	EP	EP			
J15, J15B, J15M, K15, K15B, K15M (1937-40)	30 above 45°††	20@0°—45°	10 below 0°	140 above 32°	90 below 32°	140 above 32°	90 below 32°			
J20, J20M, J20MB, J25, J25M, J25MB, K20, K20M, K20MB, K25, K25M, K25MB (1937-40)	40 above 32°	30@0°—32°	20 below 0°	140 above 32°	90 below 32°	140 above 32°	90 below 32°			
J30, J30M, K30, K30M (1937-40)	50 above 32°	40@0°—32°	30 below 0°	140 above 32°	90 below 32°	140 above 32°	90 below 32°			
K5 (1938); L5 (1939)	30 above 32°	20@0°—32°	10 below-10°	90	90	EP	EP			
K10 (1938-40)	30 above 45°	20@0°—45°	10 below 0°	140 above 32°	90 below 32°	140 above 32°	90 below 32°			
Coupe-Express (1941)	40 above 90°	20@10°—32°	10 below 10°	140 above 32°	90 below 32°	90EP	90EP			
All Other Models (1941)	30@32°—90°	20@10°—32°	10 below 10°	140 above 32°	90 below 32°	140 above 32°	90 below 32°			
WHITE—All Models	40 above 90°	30 above 32°	20 above 10°	140	90	140	90			160
			10 above-10°							
WILLYS—77 (1933-36)	30@40°—80°	20@15°—40°	10@-15°—15°	190—210	150—170	190—210	150—170	190—210	150—170	FG
77. 38, 48, (1937-39)	30 or 20W above 32°	10W above-10°	90% 10W, 10%	90	90	90	90	190—210	150—170	FG
440, 441, 441P	30 above 90°	20W-10°—32°	Kero below-10°	90	90	90	90			
	20 above 32°	10W-10°—10°								



GASOLINE ENGINE

ENGINE MAKE AND MODEL	Number of Cylinders, Bore and Stroke (In.)	MAXIMUM BRAKE H.P. at R.P.M.		Piston Displacement (Cu. In.)	Compression Ratio	Maximum Torque at R.P.M. (Lb. Ft.)	Arrangement	VALVES						Front End Drive—Type	Piston Material	No. of Rings per Piston	Crankpin, Diameter and Length (In.)	Oil Pressure to—	CARBURETOR		Engine Weight without Carburetor or Ignition (Lb.)
								Max. Head Diam. (In.)		Stem Diam. (In.)		Seats							Make	Size	
		With Bare Engine	With Standard Accessories					Intake	Exhaust	Intake	Exhaust	Angle (Deg.)	Inserts Used?								
AUTOCAR																					
331	6-3¾x5	101-2600	95-2600	331.0	5.75	242-1100	L	1.90	1.65	.437	.437	(h)	E	HG	Al	4	3.25x-.—	abcde	Zen.	1¼	1165
377	6-4x5	112-2600	106-2600	377.0	5.75	280-1100	L	1.90	1.78	.437	.437	45	E	HG	Al	4	3.25x-.—	abcde	Zen	1¼	.....
408	6-4 1/16x5¼	114-2400	104-2400	408.0	5.75	278-1100	L	2.06	1.93	.437	.437	45	E	HG	Al	4	3.25x-.—	abcde	Str	1¾	1320
447	6-4 1/16x5¼	118-2400	108-2400	447.0	5.75	312-1100	L	2.06	1.93	.437	.437	45	E	HG	Al	4	3.25x-.—	abcde	Str	1¾	1320
501	6-4 1/16x5¼	130-2400	120-2400	501.0	5.75	352-1100	L	2.06	1.93	.437	.437	45	E	HG	Al	4	3.25x-.—	abcde	Str	1¾	1330
BUDA																					
HP-205	4-3 1/16x4½	51-2400	43-2400	205.0	4.76	112-1200	L	1.65	1.53	.372	.372	45	N	HG	SS	4	2.12x1.62	abcde	Zen	1¼	590
HP-217	4-3 1/16x4¾	55-2400	47-2400	217.0	5.50	123-1200	L	1.65	1.53	.372	.372	45	N	HG	CI	4	2.12x1.62	abcde	Zen	1¼	590
HP-234	4-3 1/16x5 1/16	59-2400	50-2400	234.0	5.83	133-1200	L	1.65	1.53	.372	.372	45	N	HG	SS	4	2.12x1.62	abcde	Str	1¼	770
YR-425	4-4½x6	57-1400	48-1400	425.3	3.80	226-800	L	2.37	2.37	.434	.434	45	E	HG	CI	4	2.50x2.87	abcde	Zen	1½	1087
BTU	4-5x6 1/16	61-1200	52-1200	510.5	4.65	281-650	L	2.50	2.50	.434	.434	45	E	HG	CI	4	2.50x3.12	abcde	Zen	1½	1409
FR	4-5 1/16x6½	78-1200	66-1200	618.0	4.60	350-600	L	2.50	2.50	.434	.434	45	E	HG	CI	4	2.50x3.12	abcde	Zen	1½	1430
HP-280	6-3 1/16x4½	68-2800	58-2800	280.0	4.75	139-1100	L	1.65	1.53	.372	.372	45	N	HG	CI	4	2.12x1.62	abcde	Zen	1½	825
HP-298	6-3 1/16x4½	77-2800	65-2800	298.0	4.75	161-1100	L	1.65	1.53	.372	.372	45	N	HG	CI	4	2.12x1.62	abcde	Zen	1½	825
HP-326	6-3 1/16x4¾	78-2400	66-2400	326.0	5.40	188-1100	L	1.65	1.53	.372	.372	45	N	HG	Al	4	2.12x1.62	abcde	Zen	1½	825
HP-351	6-3 1/16x5 1/16	84-2400	71-2400	351.0	5.83	201-900	L	1.65	1.53	.372	.372	45	N	HG	Al	4	2.12x1.62	abcde	Zen	1½	825
K-369	6-4 1/16x4¾	99-2800	84-2800	369.0	4.73	200-1200	L	1.90	1.78	.372	.372	45	N	HG	CI	4	2.37x1.75	abcde	Zen	1¾	900
K-393	6-4 1/16x4¾	101-2400	86-2400	393.0	4.80	216-1200	L	1.90	1.78	.372	.372	45	N	HG	CI	4	2.37x1.75	abcde	Zen	1¾	905
K-428	6-4½x4¾	107-2400	91-2400	428.0	5.33	240-1200	L	1.90	1.78	.372	.372	45	N	HG	Al	4	2.37x1.75	abcde	Zen	1¾	905
L-525	6-4½x5½	110-2400	94-2400	525.0	4.75	267-800	L	1.90	1.78	.372	.372	45	E	HG	CI	4	2.37x1.75	abcde	Zen	1¾	950
LO-525	6-4½x5½	135-2400	115-2400	525.0	5.00	330-1100	I	1.96	1.68	.372	.372	30	E	HG	Al	5	2.37x1.75	abcdeg	Zen	1¾	1195
GF-638	6-4¾x6	134-2000	114-2000	638.0	4.75	347-1100	L	2.50	2.37	.434	.434	30	E	HG	CI	4	3.00x2.25	abcde	Zen	1¾	1525
M-766	6-5x6½	155-1800	132-1800	765.8	5.00	425-1000	I	2.39	2.14	.435	.435	30	E	HG	Al	5	3.24x2.12	abcdeg	Zen	1¾	2150
CHEVROLET																					
1941	6-3 1/16x3¾	90-3300	81-3100	216.5	6.50	174-1600	I	1.64	1.46	.341	.340	30	N	HG	CI	3	2.31x1.50	abcg	Car	1¼	.....
1941	6-3 1/16x3 11/16	93-3100	83-3000	235.5	6.62	192-1450	I	1.64	1.46	.341	.340	30	N	HG	CI	3	2.31x1.50	abcg	Car	1¼	.....
CONTINENTAL																					
F-6170	6-3x4	65-3460	58-3460	169.6	6.60	124-1200	L	1.51	1.32	.341	.339	(h)	E	Ch	CT	4	1.93x1.31	abcet	.....	1¼	481
F-6199	6-3 1/16x4	68-3300	61-3300	199.1	6.00	150-1200	L	1.51	1.32	.341	.339	(h)	E	Ch	CT	4	1.93x1.31	abcet	.....	1¼	491
F-6209	6-3 1/16x4⅛	71-3100	64-3100	209.5	5.75	154-1200	L	1.51	1.32	.341	.339	(h)	E	Ch	CT	4	1.93x1.31	abcet	.....	1¼	506
F-6216	6-3 1/16x4⅛	73-3100	66-3100	217.8	5.95	162-1200	L	1.51	1.32	.341	.339	(h)	E	Ch	CT	4	1.93x1.31	abcet	.....	1¼	512
A-6244	6-3 1/16x4⅛	80-3000	72-3000	243.6	6.02	180-1000	L	1.57	1.32	.373	.372	(k)	E	HG	Al	5	2.12x1.37	abcet	.....	1¼	548
M-6271	6-3½x4⅛	85-2800	76-2800	270.9	5.75	190-1200	L	1.76	1.51	.404	.402	(h)	E	HG	CT	4	2.25x1.56	abcet	.....	1½	750
M-6290	6-3½x4⅛	88-2750	79-2750	289.9	5.70	205-1200	L	1.76	1.51	.404	.402	(h)	E	HG	CT	4	2.25x1.56	abcet	.....	1½	760
M-6330	6-4x4⅛	98-2700	88-2700	329.8	5.50	233-1200	L	1.76	1.51	.404	.402	(h)	E	HG	CT	4	2.25x1.56	abcet	.....	1½	770
B-6371	6-4 1/16x4⅝	100-2650	91-2650	370.9	5.74	280-1000	L	1.89	1.64	.435	.432	(k)	E	HG	Al	5	2.50x1.69	abcet	.....	1¾	855
B-6405	6-4 1/16x4⅝	112-2600	101-2600	405.3	5.74	304-1000	L	1.89	1.64	.435	.432	(k)	E	HG	Al	5	2.50x1.69	abcet	.....	1¾	870
20R	6-4½x4¾	106-2600	95-2600	380.9	4.76	276-1200	I	2.06	1.87	.435	.433	30	E	Ch	Al	4	2.50x1.81	abcefg	.....	1¾	1298
21R	6-4½x4¾	118-2500	106-2500	428.4	4.63	308-1200	I	2.06	1.87	.435	.433	30	E	Ch	Al	4	2.50x1.81	abcefg	.....	1¾	1318
22R	6-4½x5¼	138-2400	124-2400	501.0	4.50	364-1200	I	2.06	1.87	.435	.433	30	E	Ch	Al	4	2.75x1.81	abcefg	.....	2	1430
DODGE																					
T-112	6-3½x4⅜	82-3000	74-3000	201.3	6.70	160-1200	L	1.46	1.46	.340	.340	45	E	Ch	Al	4	1.93x1.00	abce	Car	1½	500
T-114, 116	6-3½x4⅜	85-3000	77-3000	217.7	6.50	170-1200	L	1.46	1.46	.340	.340	45	E	Ch	Als	4	2.06x1.00	abce	Str	1½	535
T-118	6-3⅝x4¼	92-3000	81-3000	228.1	6.50	176-1200	L	1.65	1.53	.340	.340	45	E	Ch	Al	4	2.12x1.21	abce	Car	1½	580
T-120	6-3⅝x4½	99-3000	.....	241.5	6.50	188-1200	L	1.65	1.53	.340	.340	45	E	Ch	Al	4	2.12x1.21	abce	Car	1½	600
T-124	6-3¾x5	106-2800	97-2800	331.3	5.85	240-800	L	1.93	1.75	.371	.371	45	E	Ch	Als	4	2.31x1.43	abce	Str	1½	1050
FORD																					
30HP	4-3 1/16x3¾	.....	30-2800†	119.5	6.00	85-1000	L	1.54	1.28	.311	.311	45	Bo	HG	CAS	3	2.10x1.12	abc	Own	.87	.....
85HP	8-3 1/16x3¾	.....	85-3800†	221.0	(1)	(2)	L	1.54	1.54	.311	.311	45	Bo	HG	CAS	3	2.00x1.75	abc	Own	.94	.....
95HP	8-3 1/16x3¾	.....	95-3600†	239.0	6.15	176-2100	L	1.54	1.54	.311	.311	45	Bo	HG	CAS	3	2.14x1.75	abc	Own	.94	.....
FRANKLIN																					
4CHO-150	4-3 5/16x3⅝	.....	43-3000	150.0	5.50	100-1200	I	1.66	1.51	.375	.375	30	....	HG	Al	5	1.93x1.00	ace	Op	1¼	315
4CHO-176	4-4x3½	80-2500	55-2500	176.0	6.00	132-1600	I	1.93	1.50	.375	.375	(h)	Bo	HG	Al	4	1.93x1.15	abcg	Zen	.....	.....
G. M. C.																					
228	6-3 1/16x3 11/16	87-3000	79-3000	228.0	6.75	176-1000	I	1.64	1.47	.343	.343	30	E	HG	Al	4	2.31x1.23	abcdeg	Zen	1⅜	.....
248	6-3 1/16x3 11/16	97-3100	86-3000	248.5	6.75	195-1200	I	1.64	1.47	.343	.343	30	E	HG	Al	4	2.31x1.23	abcdeg	Zen	1⅜	.....
270	6-3 11/16x4	99-3000	87-3000	270.0	6.75	221-1000	I	1.64	1.47	.343	.343	30	E	HG	Al	4	2.31x1.23	abcdeg	Zen	1⅜	.....
278	6-3½x4½	100-3000	86-2800	278.6	6.00	223-1200	I	1.81	1.56	.375	.375	45	E	HG	Al	4	2.37x1.34	abcdeg	Zen	1⅜	.....
308	6-3 11/16x4½	111-3000	87-2800	308.2	6.00	240-1200	I	1.81	1.46	.375	.375	45	E	HG	Al	4	2.37x1.34	abcdeg	Zen	1⅜	.....
361	6-4⅛x4½	122-2800	107-2800	360.8	6.00	278-800	I	1.94	1.72	.375	.375	(h)	E	HG	Al	4	2.62x1.47	abcdeg	Zen	1½	.....
426	6-4¼x5	145-2600	126-2600	425.6	6.00	340-1100	I	1.94	1.72	.375	.375	(h)	E	HG	Al	4	2.62x1.47	abcdeg	Zen	1½	.....
451	6-4⅜x5	149-2600	130-2300	450.9	6.00	368-1200	I	1.94	1.72	.375	.375	(h)	E	HG	Al	4	2.62x1.47	abcdeg	Zen	1¾	.....
477	6-4½x5	153-2600	136-2600	477.1	6.00	385-1000	I	1.94	1.72	.375	.375	(h)	E	HG	Al	4	2.62x1.75	abcdeg	Zen	1¾	.....
HERCULES																					
QXA-3, QXA-5	6-3 1/16x4½	59-3000	50-3000	190.0	5.50	132-1000	L	1.50	1.37	.310	.310	30	N	HG	CI	4	2.00x1.25	abe	Op	1¼	480
QXB-3, QXB-5	6-3¼x4½	67-3500	57-3500	205.0	5.85	150-1000	L	1.50	1.37	.310	.310	30	N	HG	CI	4	2.00x1.25	abe	Op	1¼	480
QXC-3, QXC-5	6-3⅜x4½	73-3500	62-3500	221.0	5.85	159-1000	L	1.62	1.37	.310	.310	30	N	HG	Al	4	2.00x1.25	abe	Op	1¼	483
QXD-3, QXD-5	6-3 11/16x4½	73-3000	62-3000	230.0	6.50	171-1100	L	1.62	1.37	.310	.310	30	N	HG	Al	4	2.00x1.25	abe	Op	1¼	485
JXA	6-3⅜x4¼	63-2800	53-2800	228.0	5.16	141-1000	L	1.75	1.62	.373	.373	45	N	HG	CI	4	2.00x1.50	abe	Op	1¼	550
JXF	6-3 11/16x4¼	71-3000	60-3000	232.3	6.16	151-1200	L	1.75	1.62	.373	.373	45	N	HG	Al	4	2.00x1.50	abe	Op	1½	555
JXE-3, JXG	6-3½x4¼	77-3000	65-3000	246.0	6.11	169-1000	L	1.75	1.62	.373	.373	45	N	HG	Al	4	2.00x1.50	abe	Op	1½	555
JXB	6-3⅝x4¼	84-3000	71-3000	263.0	5.40	195-1000	L	1.75	1.62	.373	.373	45	N	HG	Al	4	2.00x1.50	abe	Op	1¼	560
JXC	6-3¾x4¼	87-3000	74-3000	282.0	5.90	215-1000	L	1.75	1.62	.373	.373	45	N	HG	Al	4	2.00x1.50	abe	Op	1¼	565
JXD	6-4x4¼	110-3000	93-3000	320.0	6.50	243-1200	L	1.75	1.62	.373	.373	45	N	HG	Al	4	2.00x1.50	abe	Op	1¾	570
WXC	6-4x4½	103-2800	87-2800	339.0	5.96	255-1100	L	1.75	1.75	.373	.373	45	N	HG	CI	4	2.25x1.50	abe	Op	1¾	805
WXC-2	6-4 1/16x4½	110-2800	93-2800	360.8	5.96	271-1100	L	1.75	1.75	.373	.373	45	N	HG	CI	4	2.25x1.50	abe	Op	1¾	810

ABBREVIATIONS

*—Weight complete with ignition and carburetor

†—Rated with generator and water pump, but no fan or muffler

(1)—6.15 ratio for Cars, 5.87 for heavy duty truck engine

(2)—157 ft. lb. torque at 2200 for cars; 150 ft. lb. at 2000 for heavy duty truck engine

a—Main Bearings

Al—Aluminum Alloy

Ala—Aluminum Alloy, Anodized

Als—Aluminum Alloy with Steel Strut

b—Connecting Rods

Bo—Used in both Intake and Exhaust seats

c—Camshaft Bearings

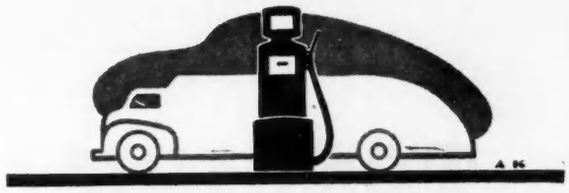
Car—Carter Carburetor

CAS—Cast Alloy Steel

Ch—Chain

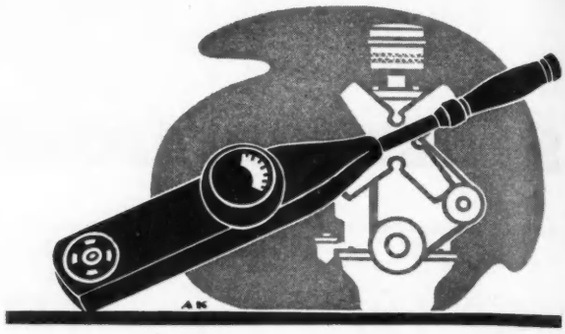
CI—Cast Iron

SPECIFICATIONS



ENGINE MAKE AND MODEL	Number of Cylinders, Bore and Stroke (In.)	MAXIMUM BRAKE H.P. at R.P.M.		Piston Displacement (Cu. In.)	Compression Ratio	Maximum Torque at R.P.M. (Lb. Ft.)	Arrangement	VALVES						Front End Drive—Type	Piston Material	No. of Rings per Piston	Crankpin, Diameter and Length (In.)	Oil Pressure to—	CARBURETOR		Engine Weight without Carburetor or Ignition (Lb.)
		With Bare Engine	With Standard Accessories					Max. Head Diam. (In.)		Stem Diam. (In.)		Seats							Make	Size	
								Intake	Exhaust	Intake	Exhaust	Angle (Deg.)	Inserts Used?								
HERCULES—Con't																					
WXC-3	6-4¼x4½	117-2800	99-2800	383.0	5.96	288-1100	L	1.75	1.75	.373	.373	45	N	HG	CI	4	2.25x1.50	abe	Op	1¾	820
WXLC	6-4x4¾	111-2800	94-2800	358.0	6.29	268-1100	L	1.75	1.75	.373	.373	45	N	HG	Al	4	2.25x1.65	abe	Op	1¾	811
WXLC-3	6-4¼x4¾	126-2800	107-2800	404.0	6.29	302-1000	L	1.75	1.75	.373	.373	45	N	HG	Al	4	2.25x1.65	abe	Op	1¾	825
YXC	6-4⅜x4¾	116-2400	98-2400	428.4	6.29	335-1150	L	2.00	2.00	.373	.373	45	N	HG	CI	4	2.50x1.75	abe	Op	1¾	975
YXC-2	6-4½x4¾	123-2400	104-2400	453.0	6.29	357-1100	L	2.00	2.00	.373	.373	45	N	HG	CI	4	2.50x1.75	abe	Op	1¾	975
YXC-3	6-4⅝x4¾	129-2400	109-2400	478.8	6.29	374-1100	L	2.00	2.00	.373	.373	45	N	HG	CI	4	2.50x1.75	abe	Op	1¾	975
RXB	6-4½x5¼	121-2400	103-2400	500.9	5.41	362-1100	L	2.00	2.00	.373	.373	45	N	HG	Al	5	2.62x2.00	abe	Op	1¾	1000
RXC	6-4⅝x5¼	131-2400	111-2400	529.2	5.41	395-1000	L	2.00	2.00	.373	.373	45	N	HG	Al	5	2.62x2.00	abe	Op	1¾	1010
RXLC	6-4⅝x5¼	144-2400	122-2400	529.2	6.20	413-1000	L	2.00	2.00	.373	.373	45	N	HG	Al	5	3.00x2.00	abe	Op	1¾	1195
RXLD	6-4¾x5¼	152-2400	129-2400	558.0	6.20	438-1000	L	2.00	2.00	.373	.373	(h)	N	HG	Al	5	3.00x2.00	abe	Op	1¾	1195
HXB	6-5x6	160-2100	136-2100	707.0	5.75	502-900	L	2.43	2.31	.498	.498	30	E	HG	Al	4	3.00x2.25	abce	Op	2	1810
HXC	6-5¼x6	177-2100	150-2100	779.0	5.69	550-1000	L	2.43	2.31	.498	.498	30	E	HG	Al	4	3.00x2.25	abce	Op	2	1810
HXD	6-5½x6	184-1800	156-1800	855.0	5.73	630-900	L	2.43	2.31	.498	.498	30	E	HG	Al	4	3.00x2.25	abce	Op	2	1830
HXE	6-5¾x6	200-1800	170-1800	935.0	5.50	695-900	L	2.43	2.31	.498	.498	30	E	HG	Al	4	3.00x2.25	abce	Op	2	1830
10-C	6-3x4⅛	.....	92-4000	175.0	7.25	138-1400	L	1.37	1.37	.341	.339	45	N	HG	Al	4	1.94x1.37	Splash	Car	1¼	482
18C	6-3x5	.....	98-4000	212.0	6.50	167-1200	L	1.37	1.37	.341	.339	45	N	HG	Al	4	1.94x1.37	Splash	Car	1¼	504
INTERNATIONAL																					
HD-213	6-3 1/16x4½	.....	78-3400	213.2	6.30	155-1000	L	1.68	1.46	.372	.371	45	E	Ch	CI	4	2.00x1.14	abcde	Zen	1¼	474
HD-232	6-3⅛x4½	.....	81-3200	232.6	6.00	170-1000	L	1.68	1.46	.372	.371	45	E	Ch	CI	4	2.00x1.14	abcde	Zen	1¼	550
FAB-241	6-3⅜x4½	.....	84-3200	241.5	5.80	175-800	I	1.68	1.46	.342	.342	45	E	HG	CI	4	2.12x1.34	abcde	Zen	1¼	742
FAB-259	6-3½x4½	.....	89-3200	259.7	5.74	192-800	I	1.68	1.46	.342	.342	45	E	HG	CI	4	2.12x1.34	abcde	Zen	1¼	732
FBB-298	6-3⅝x4½	.....	94-2800	298.2	5.70	218-1600	I	1.87	1.75	.372	.372	45	E	HG	AL	4	2.25x1.40	abcde	Zen	1¼	907
FBB-361	6-4½x4½	.....	111-2700	360.8	5.20	268-1500	I	2.25	1.62	.372	.372	45	E	HG	AL	4	2.25x1.40	abcde	Zen	1¼	935
FBB-401	6-4½x5	.....	114-2600	400.9	5.20	308-800	I	2.25	1.62	.372	.372	45	E	HG	AL	4	2.25x1.40	abcde	Zen	1¼	945
FBB-450	6-4⅝x5	.....	120-2400	451.0	5.20	331-800	I	2.25	1.62	.372	.372	45	E	HG	AL	4	2.25x1.40	abcde	Zen	1½	960
FEB	6-5x5½	.....	140-2100	648.0	4.40	480-1000	I	2.37	2.37	.430	.430	45	....	HG	AL	4	2.75x2.25	abcde	Zen	1½	1790
MACK																					
EN-11	6-3 1/16x4⅜	67-3000	58-3000	210.0	6.00	145-1100	L	1.51	1.34	.343	.343	30	E	HG	CI	4	1.93x1.31	abct	Str	1¼	501
EN-12	6-3⅛x4⅜	72-3000	60-3000	226.0	5.94	166-1000	L	1.51	1.34	.343	.343	30	E	HG	Al	5	2.06x1.31	abct	Str	1¼	510
FO	6-3½x4⅜	78-3000	67-3000	253.0	5.76	175-1200	L	1.76	1.51	.406	.406	(h)	E	HG	Al	5	2.25x1.56	abct	Str	1¼	749
FM	6-3⅝x4⅜	87-3000	72-3000	271.0	5.98	193-1200	L	1.76	1.51	.406	.406	(h)	E	HG	Al	5	2.25x1.56	abct	Str	1¼	738
FK	6-3¾x4⅜	94-3000	79-3000	290.0	5.96	200-1100	L	1.76	1.51	.406	.406	(h)	E	HG	Al	5	2.25x1.56	abct	Str	1½	759
EN-310	6-3⅝x5	100-2850	85-2850	309.6	5.60	213-1200	L	1.89	1.73	.375	.375	30	E	HG	Ala	5	2.37x1.62	abcef	Str	1½	885
EN-330	6-4x3⅝	100-2800	86-2800	330.0	6.00	244-1000	L	1.76	1.51	.406	.406	(h)	E	HG	Al	5	2.25x1.56	abct	Str	1½	771
EN-354	6-3⅞x5	115-2850	99-2850	353.8	5.50	254-1200	L	1.89	1.76	.375	.375	30	E	HG	Ala	5	2.37x1.62	abcef	Str	1¾	907
EN-405	6-4x5¾	119-2650	101-2650	405.0	5.80	300-1100	I	.....	.....	.437	.437	30	E	HG	Al	5	2.75x1.71	abcfg	Str	1¾	1488
CE	6-4x5½	108-2400	96-2400	414.7	5.00	270-1000	L	2.17	2.01	.500	.500	30	E	HG	Al	4	2.50x1.81	abcf	Str	1¾	1199
EN-457	6-4¼x5⅝	133-2550	117-2550	457.0	5.56	338-1100	I	.....	.....	.437	.437	30	E	HG	Al	5	2.75x1.71	abcfg	Str	1¾	1492
CF	6-4¼x5½	118-2400	105-2400	467.9	5.00	310-1000	L	2.17	2.01	.500	.500	30	E	HG	Al	5	2.50x1.81	abcef	Str	1¾	1209
CT	6-4½x5½	126-2400	112-2400	524.8	4.80	350-1000	L	2.17	2.01	.500	.500	30	E	HG	Al	5	2.50x1.81	abc	Str	1¾	1214
EO	6-4⅝x5¾	145-2350	130-2350	519.0	5.40	378-1000	I	2.18	1.89	.437	.437	30	E	HG	Al	5	3.00x2.09	abcfg	Str	1¾	1687
EP	6-4¾x5¾	163-2250	140-2250	611.0	5.40	462-1000	I	2.18	1.89	.437	.437	30	E	HG	Al	5	3.00x2.09	abcfg	Str	2	1700
EY	6-5x6	178-2150	156-2150	707.0	5.35	530-600	I	2.18	1.89	.437	.437	30	E	HG	Al	5	3.00x2.09	abcfg	Str	2	1710
PLYMOUTH																					
T-125	6-3⅛x4⅜	.....	82-3000	201.3	6.70	160-1200	L	1.47	1.47	.340	.340	45	E	Ch	Al	4	1.93x1.00	abc	Car	1½	.....
REO																					
GC-228	6-3⅝x4¼	78-3200	.....	228.0	6.20	169-1100	L	1.78	1.62	.373	.373	45	E	Ch	Al	4	2.19x1.50	abcde	Zen	1¼	758*
GC-245	6-3½x4¼	80-3000	.....	245.0	6.20	182-1000	L	1.78	1.62	.373	.373	45	E	Ch	Al	4	2.19x1.50	abcde	Zen	1¼	763*
GC-288	6-3½x5	88-2800	.....	288.0	6.00	215-900	L	1.78	1.62	.373	.373	45	E	Ch	Al	4	2.19x1.50	abcde	Zen	1½	785*
GC-310	6-3⅝x5	93-2700	.....	310.0	5.80	234-800	L	1.78	1.62	.373	.373	45	E	Ch	Al	4	2.19x1.50	abcde	Zen	1½	785*
6MZR	6-4¼x4¾	95-2300	.....	404.0	5.35	280-750	L	1.75	1.25	.....	.....	.....	E	HG	Al	4	2.25x1.50	abcde	Zen	1½	920
6SRKR	6-4⅝x5⅛	126-2300	.....	517.0	5.50	360-600	L	1.87	1.37	.....	.....	.....	N	HG	Al	4	2.75x1.75	abcde	Zen	1¾	1225
WAUKESHA																					
6BL	6-3½x4¼	72-2800	51-2000	245.0	5.70	165-1300	L	1.68	1.43	.375	.375	45	E	HG	Al	4	2.00x1.50	abcde	Op	1¼	675
6BM	6-3⅝x4¼	77-2800	54-2000	283.0	5.70	178-1100	L	1.68	1.43	.375	.375	45	E	HG	Al	4	2.00x1.50	abcde	Op	1¼	685
6BK	6-3¾x4¼	82-2800	59-2000	282.0	5.70	189-1100	L	1.68	1.43	.375	.375	45	E	HG	Al	4	2.00x1.50	abcde	Op	1½	690
6BZ	6-4x4¼	86-2800	65-2000	320.0	5.75	210-1000	L	1.68	1.43	.375	.375	45	E	HG	Al	4	2.00x1.50	abcde	Op	1½	706
6MKR	6-4¼x4¾	98-2500	61-1600	381.0	5.34	270-800	L	1.93	1.43	.375	.375	45	E	HG	Al	4	2.25x1.50	abcde	Op	1½	.....
6MZR	6-4¼x4¾	106-2500	66-1600	404.0	5.38	286-800	L	1.93	1.43	.375	.375	45	E	HG	Al	4	2.25x1.50	abcde	Op	1¾	920
140-GS	6-4¼x5½	122-2250	91-1500	468.0	5.80	362-1000	I	2.12	1.56	.434	.434	(h)	E	HG	Al	4	2.62x2.00	abcdeg	Op	1¾	.....
6SRLR	6-4⅝x5⅛	112-2250	72-1500	462.0	5.50	330-600	L	1.90	1.65	.375	.375	30	E	HG	Al	4	2.75x1.75	abcde	Op	1¾	1185
140-GK	6-4½x5½	136-2250	104-1500	525.0	5.80	403-1000	I	2.12	1.56	.434	.434	(h)	E	HG	Al	4	2.62x2.00	abcdeg	Op	1¾	1340
6SRKR	6-4⅝x5⅛	125-2250	82-1500	517.0	5.50	359-600	L	1.90	1.65	.375	.375	30	E	HG	Al	4	2.75x1.75	abcde	Op	1¾	1225
145-GS	6-4¾x6	133-2000	111-1400	638.0	5.60	472-600	I	2.12	1.62	.495	.495	(h)	E	HG	Al	4	3.00x2.25	abcdeg	Op	2	1983
6GAL	6-5x5½	136-2000	109-1400	648.0	5.00	452-750	I	2.21	1.75	.437	.437	45	E	HG	Al	4	3.00x2.00	abcdeg	Op	2	2230
6RBR	6-5x5¾	150-2000	.....	677.0	5.35	492-800	L	2.40	2.40	.437	.437	45	E	HG	Al	4	2.75x2.50	abcde	Op	2	1575
145-GK	6-5¼x6	162-2000	136-1400	779.0	5.60	577-600	I	2.12	1.62	.495	.495	(h)	E	HG	Al	4	3.00x2.25	abcdeg	Op	2	.....
6GAK	6-5½x5½	155-2200	131-1400	784.0	4.80	545-900	I	2.21	1.75	.437	.437	45	E	HG	Al	4	3.00x2.00	abcdeg	Op	2	2250
6WAL	6-5¾x6½	200-1800	161-1300	1013.0	5.00	686-700	I	2.65	2.22	.500	.500	(h)	E	HG	CI	4	3.37x2.37	abcdeg	Op	2½	3200
6WAK	6-6¼x6½	235-1800	193-1300	1197.0	5.20	811-700	I	2.65	2.22	.500	.500	(h)	E	HG	Al	4	3.37x2.37	abcdeg	Op	2½	3220
WHITE																					
100A	6-3 1/16x4½	90-2800	.....	250.0	6.75	185-1200	L	1.65	1.62	.375	.375	45	E	HG	Al	5	2.18x1.34	abcde	Str	1¼	973
110A	6-3⅛x4½	100-2600	.....	270.0	6.50	200-1300	L	1.65	1.62	.375	.375	45	E	HG	Al	5	2.18x1.34	abcde	Str	1¼	973
120A	6-3⅜x4½	110-2600	.....	318.0	6.40	250-1000	L	1.65	1.62	.375	.437	45	E	HG	Al	5	2.18x1.34	abcde	Str	1¼	993
140A	6-3⅞x5⅛	125-2600	.....	362.0	6.28	285-1100	L	1.65	1.62	.375	.437	45	E	HG	Al	5	2.18x1.34	abcde	Str	1¼	1051
WILLYS																					
441	4-3⅛x4⅜	.....	63-3900	134.2	6.48	108-1800	L	1.53	1.46	.373	.373	45	N	Ch	Al	3	1.94x1.30	abce	Car	1¼	364

CT—Cast Iron, Tin plated
d—Wrist Pins
e—Timing Gears or Chain
E—Used on Exhaust valve seats
f—Accessories drive
g—Rocker Arms and Shafts
(h)—Intake 30°, Exhaust 45°
HG—Helical Gear
I—In Head (Valves)
(k)—Intake 30°, Exhaust 44°
L—Valves at Side (L-Head)
N—No or none
Op—Optional
r—Reverse Gear
SS—Semi-Steel
Str—Stromberg Carburetor
t—Tappets and Valve Mechanism
Zen—Zenith Carburetor



TENSION SPECIFICATIONS

FOR USE WITH TENSION WRENCHES

LISTED BY ENGINE MAKES, COVERING CYLINDER HEADS, MAIN AND CONNECTING ROD BEARINGS

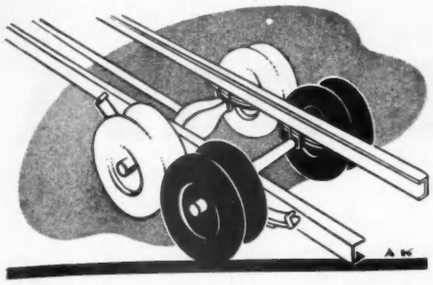
Engine Make	Cylinder Head	Main Bearings	Connecting Rod Bearings
AUTOCAR			
A, UA, B, UB, C10, C10T, U10, 10T, C20, C20T, U20, U20T	50- 55	60- 70	55- 60
All Others	80- 85	130-140	85- 90
CHEVROLET			
(1938) (Note 1)	67	106	.....
(1939)	78	.....	.....
(1940-41)	75- 80	100-110	40- 45
CONTINENTAL			
A8244 (Note 4)	70- 75	100-110	35- 40
B6371, B6405 (Note 6)	70- 75	100-110	100-110
E600, E601, E602, E603, (Note 5)	100-110	100-110	100-110
F4124, F4140, F4162 (Note 4)	70- 75	100-110	35- 40
F6170, F6199, F6209, F6218, F6226 (Note 4)	{⅜"-35-40 {$\frac{7}{16}$"-70-75	100-110	35- 40
M6271, M6290, M6330, M6253 (Note 6)	70- 75	{½"-100-110 {$\frac{9}{16}$"-130-140	70- 75
20R, 21R, 22R (Note 5)	100-110	100-110	100-110
DODGE			
(1938-40)	Nuts 53-57½ Plain head cap screws 65-70 Cupped head cap screws 67½-72½	75- 80	45- 50
Diesel	80- 85		60- 65
FORD (1938-40) (Note 2)	85 h.p. aluminum—40 60 h.p. aluminum—30 All iron—50		
(1941)	85 h.p. cast iron—50		
GEN. MOTORS (1936-40)			
216, 223, 230	60- 70	75- 85	40- 50
GEN. MOTORS (Cont.)			
239, 257, 286	60- 70	90-100	65- 75
331, 400, 450	65- 75	90-100	90-100
479, 529, 707	100-120	100-120	100-120
228, 236, 248, 256, 270	60- 70	70- 80	40- 50
278, 308	65- 75	75- 85	65- 75
361, 426, 451, 477	65- 75	90-100	90-100
Diesel: 3-71, 4-71, 6-71 (Note 3)	1670-170 Cold (180) Hot	175-180	65- 70
479, 529, 707	110-120	90-100	90-100
HERCULES			
IX	42	77	42
NX	60	77	52
ZX	42	77	25
OO	60	105	53
QX	60	*60 **70	39
JX	60	*60 **70	56
WX	60	*70 **105	105 ***53
YX, RX	60	*105 **123	105
RXL	74	175	158 †123
HX	105	193 **210	263
DIX	158		140
DOO	158	*77 *95	140
DJX	158	*77 **95	140
DWX	158	175	158
DRX	$\frac{5}{16}$"-175 1"-280	175	158
DHX	$\frac{11}{16}$"-175 1$\frac{1}{16}$"-350	*193 **210	263
DFX	210	260	263
INTERN'L HARVESTER	$\frac{7}{16}$"- 56 ½"- 67 $\frac{5}{8}$"- 93	½"- 75 $\frac{5}{8}$"- 75 $\frac{5}{8}$"- 93	$\frac{7}{16}$"- 56
GRD Engines	$\frac{7}{16}$"-60		
LYCOMING AFE, AEF	52½- 56		
ASE, BF	49- 52½		
REO			
S140, S209	60- 61	87- 98	49-52½
S228, S3-268, S3L268, S5-309, GC228, GC245, GC288, GC310,	83½-100	67-75	71-75
STUDEBAKER			
J5, J10, J15, J15M, J15B, K5, K10, K15, K15M, K15B, L5 (Note 7)	83	92	54
Coupe Express, Standard (1941)	50	92	54
Heavy Duty (1941)	83	92	54
WAUKESHA			
6BL, 6BM, 6BK, 6BKH, 6MS, 6ML, 6MK, 6MZ, 6MZR, 6-110	65- 80	65- 80	45- 55
6SRS, 6SRL, 6SRK, 6SRLR, 6SRKR, 6-125	65- 80	90-110	65- 80
6RB, 6RBR	90-110	90-110	45- 55
6GAL, 6GAK, 6D140, 6DA140	90-110	100-120	45- 55
6D100, 6DA100	65- 80	90-110	45- 55
130GS, 130GL, 130HS, 130HL	75- 85	90-110	45- 55
140GS, 140GK, 140HS, 140HK	90-110	90-110	65- 80
145GS, 145GK, 145HS, 145HK	90-110	100-120	45- 55
6WAL, 6WAK, 6WALH, 6WAKH	90-110	100-120	65- 80
WHITE			
All Models	⅜"- 28- 30 $\frac{7}{16}$"- 47- 49 ½"- 68- 70 $\frac{9}{16}$"-103-105 $\frac{5}{8}$"-136-140 ¾"-170-175		
WILLYS			
48, 440 (1939-41) Note 7	65- 75	65- 70	50- 55

ABBREVIATIONS:
* Center and Rear. ** Front and Intermediate.
*** Connecting Rod $\frac{1}{16}$ in. † Babbitt.

Note 1—Rocker Arm Support 29 (1938), 27½ (1939).
Note 2—Spark Plug Tensions:
⅛-18, cast iron head—34-38
18mm, cast iron head—28-32
18mm, aluminum head—24-28
14mm, cast iron head—24-28
14mm, aluminum head—20-24
Note 3—Injector crab nut 11.
Note 4—All 18 mm. plugs 33-42.
Note 5—Manifold 100-110.
Note 6—Manifold 70-75.
Note 7—Sparkplug.
Iron head—28-30.
Aluminum head—26-28.

In its August, 1938, issue, Commercial Car Journal first published tension wrench specifications because it had become convinced of the value of tension wrenches and the necessity of correct specifications for their use. At that time the specifications were very incomplete. The specifications given on this page are not as complete as Commercial Car Journal would like to see them but they do represent progress.

Still convinced that tension wrenches should be used on all cylinder head and bearing installations as well as on many other jobs Commercial Car Journal will continue to publish tension wrench specifications for reference with the hope and belief that it will be possible to add to this information with each printing.



THIRD AXLE SPECIFICATIONS

ABBREVIATIONS:

General

**—Truxmore—Heavy steel beams (cushioned by patented spring arrangement) used in place of leaf springs
(x)—Patented 4-wheel chain drive available for all Trucktor units
(z)—Depends upon installation

COLUMN 9

Chev—Chevrolet
Eaton
Ford—Ford
Own—Own
Shu—Shuler
Tim—Timken

COLUMN 10

D—Driving
Sr—Solid round
Sq—Square
T—Tubular

COLUMN 12

B—Bendix
C—Chevrolet
F—Ford
H—Hydraulic
L—Lockheed
M—Mechanical
O—Own
V—Vacuum power

COLUMN 13

CA—Cast Alloy Iron

† — OPTIONAL BRAKES

Little Giant—Own or Bendix
Utility—Bendix and Lockheed

NOTES ON HEADINGS

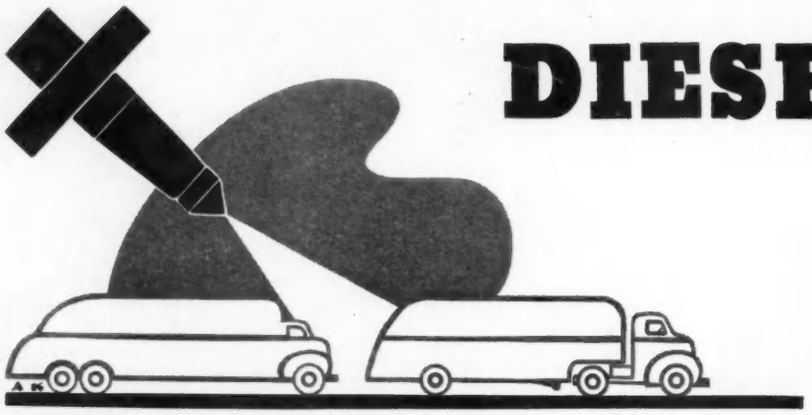
General—(a) The capacity of the third axle (Column 2) is not to be confused with the total capacity made possible on the converted vehicle.

Column 3. The price of the unit includes the standard brakes specified in brake column and frame extensions that extend forward under the cab. Tires and brake (air or vacuum) power are not included in price nor is the cost of installation.

Column 4. Weight of third axle unit includes all appurtenances and maximum tires.

Column 15 gives brake lining area of attachment unit only.

THIRD AXLE MAKE AND MODEL and Truck Model Adapted To	Capacity (Lb.) See Explanatory Notes	Price (f. o. b. factory)	Weight (Lb.) with Max. Tires, Frame Extension, Etc.	Maximum Tire Size	LOAD DISTRIBUTION RANGE (First Figure or combination applies to center axle; second figure to third axle)		Axle Spacing (with maximum tires)	AXLE DATA: Make	Type	Size	BRAKES (Standard): Make and Type	Drum Material	Brake Diameter and Width	Lining Area	Number of Points of Frame Support	Spring Size or Number Leaves Added	Spindle Diameter (at inner bearing)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Trailing Axles																	
FABCO																	
215 (Ford)	11000	490	2000	34x7	52–48	.....	44	Tim	T	4½	LH	CA	15x3½	192	2	48x2½	2 11/16
215 (Chevrolet)	11000	490	2000	34x7	52–48	.....	44	Tim	T	4½	LH	CA	16x2¼	132	2	48x2½	2 11/16
215 (All other makes)	11000	490	2000	34x7	52–48	.....	44	Tim	T	4½	LH	CA	16x3½	205	2	48x2½	2 11/16
330 (All other makes)	13000	550	3000	9.75/20	52–48	.....	48	Tim	T	4½	LH	CA	16x3½	205	2	55x3	2⅞
LITTLE GIANT																	
6-ton (For any 1½ ton truck)	12000	308	1200	2x6	47–53	50–50	42	Own	Sr	2⅝	BHV†	CA	16x2½	167	6	22x2½	2
8-ton (For any 1½ ton truck)	16000	451	1575	34x7	60–40	.....	42	Shu	Sq	2¾	BHV†	CA	16x3	167	4	42x2½	2⅝
8-ton (For any 2 ton truck)	18000	575	2000	8.25/20	50–50	.....	42	Shu	Sq	2¾	BHV†	CA	16x3½	180	4	42x3	3
10-ton (For any 2½ to 5 ton truck)	20000	695	2410	9.75/20	50–50	.....	44	Shu	Sq	4	BHV†	CA	17x4	250	4	44x3½	3
TRUCKTOR (x)																	
HLF (Ford 1½)	8800	480	1750	7.50/20	50–50	60–40	43	Own	Sr	3	LHV	CA	15x3½	196	6	38½x2¼	2⅝
HLC (Chevrolet 1½)	8800	480	1750	7.50/20	50–50	60–40	43	Own	Sr	3	CHV	CA	16x3	219	6	38½x2¼	2⅝
HLL (Light truck tires to 32x6-10 ply)	11000	575	1895	8.25/20	50–50	60–40	45	Own	Sr	3	LHV	CA	16x2¼	132	6	38½x2½	2¾
HLS (Medium truck tires to 9.00/22)	14000	881	2265	9.00/22	50–50	60–40	48	Own	Sr	3½	LHV	CA	16x3½	205	6	38½x3	2⅞
HLR (Heavy truck tires to 9.75/22)	16000	1098	2710	9.75/22	50–50	60–40	48	Own	Sr	3½	LHV	CA	17¼x4	251	6	40x3	2 11/16
HR (Extra heavy truck tires above sizes listed)	21000	1282	3177	10.50/24	50–50	60–40	52	Own	Sr	4	LHV	CA	17¼x4	251	6	41½x3	3⅛
TRUXMORE																	
22 (Chevrolet)	10000	539	2250	7.00/20	56–44	65–35	42–43	Own	Sq	2½	LHV	CA	15x3½	200	4	**	2 7/16
22F (Ford)	10000	539	2250	7.00/20	56–44	65–35	42–43	Own	Sq	2½	LHV	CA	15x3½	200	4	**	2⅝
22X (All makes, not exc. 253 cu. in.)	10000	560	2250	7.00/20	56–44	65–35	42–43	Own	Sq	2½	LHV	CA	15x3½	200	4	**	2 7/16
23 (All makes, not exc. 271 cu. in.)	11000	617	2500	7.00/18	54–46	65–35	44–45	Own	Sq	2¾	LHV	CA	15x3½	200	4	**	2 11/16
26X (Chev. and all makes not exc. 271 cu. in.)	12000	604	2500	7.50/20	54–46	65–35	44–45	Own	Sq	2¾	LHV	CA	15x3½	200	4	**	2 11/16
26XF (Ford)	12000	604	2500	7.50/20	54–46	65–35	44–45	Own	Sq	2¾	LHV	CA	15x3½	200	4	**	2⅝
27 (All makes)	12000	787	2600	7.50/20	53–47	65–35	45–46	Own	Sq	2¾	LHV	CA	16x3½	210	4	**	2 11/16
28 (All makes)	13000	797	2700	8.25/20	53–47	65–35	45–46	Own	Sq	3	LHV	CA	16x3½	210	4	**	2 13/16
28PS (All makes, 30000 GVW)	14000	853	2900	9.00/20	53–47	65–35	46–47	Own	Sq	3	LHV	CA	16x3½	210	4	**	2 13/16
33 (All makes)	15000	903	3200	9.00/20	52–48	65–35	46–47	Own	Sq	3	LHV	CA	17¼x4	251	4	**	2 13/16
35 (All makes)	15000	936	3300	9.00/22	52–48	65–35	47–48	Own	Sq	3	LHV	CA	17¼x4	251	4	**	2 13/16
33PS (All makes, 36000 GVW)	16000	975	3500	10.00/20	52–48	65–35	48–49	Own	Sq	3¼	LHV	CA	17¼x4	251	4	**	3 1/16
39 (All makes)	17000	1000	3600	10.00/20	52–48	65–35	48–49	Own	Sq	3¼	LHV	CA	17¼x4	251	4	**	3⅛
42 (All makes)	17000	1025	3700	10.00/22	52–48	65–35	49–50	Own	Sq	3¼	LHV	CA	17¼x4	251	4	**	3⅛
47 (All makes)	18000	1112	3900	11.00/20	50–50	65–35	49–50	Own	Sq	3½	LHV	CA	17¼x5	350	4	**	3 3/16
50 (All makes)	18000	1137	4000	11.00/22	50–50	65–35	50–51	Own	Sq	3½	LHV	CA	17¼x5	350	4	**	3 3/16
50X (All makes)	18000	1150	4100	11.00/24	50–50	65–35	51–52	Own	Sq	3½	LHV	CA	17¼x5	350	4	**	3 3/16
UTILITY																	
15 (For any 1½ ton truck)	7500	313	900	7.00/20	55–45	66–33	40	Own	Sq	2½	BM†	CA	15x2¼	152	4	None	2¼
25 (For any 2 ton truck)	9000	419	1100	7.50/20	55–45	66–33	41	Own	Sq	2½	OMV†	CA	16x3½	210	4	None	2¼
30 (For any 3½ ton truck)	13000	665	1600	9.00/20	55–45	66–33	44	Own	Sq	3	OMV†	CA	17x4	264	4	None	2¾
35 (For any 5 ton truck)	18000	785	1900	10.50/24	55–45	66–33	50	Own	Sq	3½	OMV†	CA	17x4	264	4	None	2⅞
300	15000	705	1560	10.50/24	55–45	66–33	44	Own	Sq	3	OMV†	CA	17x4	264	4	8	2¾
Driving Axles																	
FABCO																	
515 (Ford)	10500	1165	2400	34x7	50–50	.....	44	Tim	D	.....	FH	CA	15x3½	192	2	48x2½	2⅝
515 (Chevrolet)	10500	1165	2400	34x7	50–50	.....	44	Chev	D	.....	CH	CA	16x3	176	2	48x2½	2⅝
515 (All other makes)	10500	(z)	2400	34x7	50–50	.....	44	Match	D	.....	LH	CA	Match	(z)	2	48x2½	2⅝
630 (All other makes)	13000	(z)	3000	9.75/20	50–50	.....	48	Match	D	.....	LH	CA	Match	(z)	2	53x3	2⅝
THORNTON TANDEM																	
CF26F (Ford)	11000	1125	6600	34x7	50–50	.....	42	Ford	D	3¾	LH	CA	15x3½	198	4	42x2¼	2⅝
CF27FO (Ford)	11000	1125	6760	34x7	50–50	.....	42	Ford	D	3¾	LH	CA	15x3½	198	4	42x2¼	2⅝
CF29E (Ford)	12750	1250	7220	34x7	50–50	.....	42½	Eat	D	4¼	LH	CA	15x3½	198	4	42x2¼	2⅝
CF30EO (Ford)	12750	1250	7380	34x7	50–50	.....	42½	Eat	D	4¼	LH	CA	15x3½	198	4	42x2¼	2⅝
CF30E (Ford)	13500	1600	7720	34x7	50–50	.....	44	Eat	D	4¼	LH	CA	15x3½	198	4	43½x	2⅝
CF31EO (Ford)	13500	1600	7880	34x7	50–50	.....	44	Eat	D	4¼	LH	CA	15x3½	198	4	2¼	2⅝
CC26C (Chevrolet)	11000	1100	6175	34x7	50–50	.....	42	Chev	D	3½	LH	CA	16x3	218	4	42x2¼	2⅝
CC27CO (Chevrolet)	11000	1100	6690	34x7	50–50	.....	42	Chev	D	3½	LH	CA	16x3	218	4	42x2¼	2⅝
CC29T (Chevrolet)	12750	1550	6795	34x7	50–50	.....	46	Tim	D	3¾	LH	CA	16x3	218	4	46x2¼	2⅝
CC30TO (Chevrolet)	12750	1550	7310	34x7	50–50	.....	46	Tim	D	3¾	LH	CA	16x3	218	4	46x2¼	2⅝
CC30E (Chevrolet)	13500	1675	7295	34x7	50–50	.....	44	Eat	D	4¼	LH	CA	16x3	218	4	43½x	2⅝
CC31EO (Chevrolet)	13500	1675	7810	34x7	50–50	.....	44	Eat	D	4¼	LH	CA	16x3	218	4	2¼	2⅝
CD24TF (Dodge)	11000	1075	6400	34x7	50–50	.....	42	Tim	D	3½	LH	CA	16x3	172	4	42x2¼	2⅝
CD24TH (Dodge)	11000	1150	6870	34x7	50–50	.....	42	Tim	D	3½	LH	CA	16x3	172	4	42x2¼	2⅝
CD26EF (Dodge)	12750	1250	7020	34x7	50–50	.....	42½	Eat	D	4¼	LH	CA	16x2½	174	4	42x2¼	2 13/16
CD28EH (Dodge)	12750	1300	7490	34x7	50–50	.....	42½	Eat	D	4¼	LH	CA	16x2½	174	4	42x2¼	2 13/16
CD34TK (Dodge)	14000	1375	8430	900/20	50–50	.....	42½	Tim	D	4 13/16	LH	CA	17¼x4	274	4	42x2¼	3¼
CD34EK (Dodge)	15000	1500	8830	900/20	50–50	.....	44	Eat	D	4¾	LH	CA	17x4	407	4	43½x2¼	3



DIESEL DATA

• DIESEL FUEL SPECIFICATIONS •

DIESEL FUEL TRADE NAME	Cetane No.	Viscosity SSU 100 Deg. F.	Water & Sediment Max. %	Carbon Residue Max. %	Ash Max. %	Flash Min. Deg. F.	Sulphur Max. %	A.S.T.M. DISTILLATION IBP	A.S.T.M. DISTILLATION 10%	A.S.T.M. DISTILLATION 90%	A.S.T.M. DISTILLATION End Point	Gravity	Pour Point Max. Deg. F.	AREAS OF DISTRIBUTION
American Oil Co.														
Amoco Fuel No. 2	45	35min.	0	0.1	0.004	135	0.25	360	428	581	625	30-34	0	From Maine to Florida and inland.
Atlantic Refining Co.														
Furnace Oil Medium	.....	33-40	0.05	0.20	.....	130-160	0.5	.....	410	.....	610	.....	0	Mass., R. I., Conn., N. Y., State Barge Canal, Eastern half Penna., N. J., Del., Baltimore.
Diesel Engine Fuel Oil	45	37-41	Trace	.....	0.01	150	0.5	.....	460	650	.....	30min.	0	From Philadelphia only.
Cities Service Oil Co.														
Diesel Fuel No. 1	50-55	35	Trace	0.01	0.01	150	0.25	.....	480	.....	650	.....	5	New England and Middle Atlantic states.
Diesel Fuel No. 2	50-55	37-40	0	.....	Trace	150	.....	.....	460	.....	700	36-39	-10	Central and Mid-Continent Areas.
Continental Oil Co.														
Conoco Diesel Fuel	58	35-37	None	0.1	None	150	0.15	460	495	575	600	38-40	0	Okla., Kan., Neb., Iowa, Ill., Ind., Mo., E. Minn., Wyo., Colo., N. Texas, Ark.
Conoco Diesel Fuel	62	35-37	Trace	0.15	Trace	150	0.2	380	460	530	650	39-41	15	Wyo., Mont.
Conoco Diesel Fuel	58	35-37	Trace	0.05	Trace	200	0.2	450	490	550	610	37-39	0	Texas.
Conoco Diesel Fuel	54	38-40	0.05	0.1	Trace	150	0.8	400	490	610	700	34-36	20	New Mexico, Texas.
Conoco Diesel Fuel	61	35-37	Trace	0.05	Trace	150	0.2	375	470	560	650	39-41	15	Colorado.
Conoco Diesel Fuel	56	37-39	Trace	0.2	Trace	150	1.0	470	525	630	700	35-37	10	Montana, Idaho.
Esso Marketers														
Essodiesel 208	56	37	0	Nil	0	180	0.50	400	460	580	650	.....	-10	N. E., N. Y., Pa., S. C., N. C., Va., W. Va., Tenn., La., Ark., Md., Del., D. C., N. J.
Essodiesel 230	50	35	0	0.01	0	170	0.65	380	440	580	680	.....	-10	
Phillips Petroleum Co.														
Phillips Diesel Regular	50	35-45	Trace	0.05	0	150	0.5	375	490	600	675	38-40	15	Colo., N. Mex., Western Texas.
Phillips Diesel Regular	50	35-45	Trace	0.02	0	150	0.2	350	460	630	675	38-40	0-10	Ark., Kan., Ill., Iowa, Minn., Mo., Neb., Okla.
Phillips Diesel Special	50	33-40	Trace	0.02	0	140	0.15	325	440	600	650	39-41	0	Kan., Ill., Iowa, Minn., Mo., Neb.
Phillips Diesel Light	45	30-32	Trace	0.01	0	120	0.15	325	410	.....	520	42-44	-20	Kan., Ill., Iowa, Minn., Mo., Neb.
Pure Oil Co.	45-55	33min.	Trace	0.03	Trace	150	0.5	325 min.	.....	.....	630	.....	0	East of Mississippi River, excluding New England, including Minnesota.
Shell Oil Co. (San Fran.)														
"Dieseline Pacific"	.....	38-44	0.1	0.1	0.01	150	1.0	.....	.....	.....	.....	29min.	15	Cal., Ore., Wash., Nev., Ariz., Idaho, Utah, western N. Mex., Mont., Wyo.
Shell Oil Co., Inc. (N. Y.)														
"Dieseline"	48-57	35-40	0	0.03	0.01	150	1.0	.....	.....	.....	.....	30.40	0	Ark., Iowa, La., Minn., Mo., Texas and East of Mississippi River.
Sinclair Refining Co.														
155 Diesel Fuel	55	32	0	0.01	0	125	0.05	.....	385	490	555	41-43	-10	All states listed below.
250 Diesel Fuel	55	35	0	0.02	0	150	0.25	.....	440	600	625	34-40	0	Me., N. H., Vt., Conn., R. I., Mass., N. Y., N. J., Pa., Del., Md., D. C., Va., W. Va., Ala., Fla., Ga., Miss., N. C., S. C., Tenn., Ky., Okla., Ark., La., Texas, N. Mex.
346 Diesel Fuel	45	34	0	0.1	0	130	0.10	.....	410	550	640	38-40	0	Ind., Ill., Mich., Ohio, Wis., Utah, Colo., Wyo., Idaho, Iowa, Kans., Minn., Miss., Mont., Neb., N. D., S. D.
347 Diesel Fuel	50	33	0	0.1	0	130	0.5	.....	420	570	650	32-38	0	Utah, Colo., Idaho, Wyo., Iowa, Kan., Minn., Mo., Mont., Nev., Neb., N. D., S. D.
355 Diesel Fuel	50	36	0	0.2	0	150	0.25	400	450	600	675	36-39	10	Ind., Ill., Mich., Ohio, Wis., Utah, Colo., Wyo., Idaho, Iowa, Kans., Minn., Miss., Mont., Neb., N. D., S. D.
Socony-Vacuum Oil Co.														
Mobilfuel Diesel	50min.	35min.	Trace	.....	0.01	150	0.5	.....	440	600	700	.....	0	Wherever demand exists.
Standard Oil Co. of Calif.														
Standard Diesel	43-45	37-40	Trace	.....	.....	150-200	1.25	.....	425	620-675	.....	27	0-15	Cal., Ore., Wash., Idaho, Nev., Ariz., Utah.
St'd Automotive Diesel	59-62	.....	Trace	.....	.....	125-165	.....	.....	350-420	450-540	585	.....	.....	Main supply points Cal. and Wash.
Standard Oil Co. of Ind.														
Stanolind H. S. Diesel	50	35min.	0.05	0.15	0.01	150	0.50	.....	.....	.....	675	.....	0	Mich., Ind., Ill., Minn., Iowa, Mo., N. D., S. D., Kan., Mont., Wyo., Colo.
Stanolex Diesel	45	33	0.05	.....	.....	150	1.0	.....	440	570	650	34-38	0	
Standard Light Diesel	50	31	0.05	0.03	.....	125	0.15	.....	410	530	590	39-43	-25	
Sun Oil Company														
Diesel Fuel Light	50-55	33-36	0-05	0-1	Trace	125	0.15	355-380	440	620	650	34-39	5	Phila., N. J. (Atlantic City, Newark, Trenton); Wilmington, Baltimore, Providence, Bridgeport, N. Y. (N. Y. C., Newburgh, Peekskill, Syracuse, Rochester, Westchester Co.)
The Texas Co.														
445 Diesel Chief	45-55	32-40	0.02	0.05	0.01	150	0.75	.....	.....	.....	.....	35-40	-30-0	Wherever demand exists.
422 Diesel Chief	45-51	30-32	0.02	0.05	0.01	140	0.50	.....	.....	.....	.....	40-45	-30	Wherever demand exists.
Tide Water Assoc. Oil Co.														
Tide Water Div. (N. Y.) Tydol No. 2	50	35	0.05	0.03	Trace	125-170	0.50	.....	440	600	645	35	0	N. E., N. Y., N. J., Pa., Md., D. C.
Associated Div. (Cal.) Assoc. Motor Diesel	50	38	Trace	0.03	0	150	0.75	420	480	620	720	31-34	0	Cal., Ore., Wash., parts of Idaho, Nev., Ariz.
Union Oil Co. of Calif.														
"Diesol"	48-50	40	Trace	0.05	Trace	150	0.75	415	465	640	720	33	20	Ariz., Idaho, Nev., Cal., Ore., Wash.
"Diesol-100"	50	33	Trace	0.05	Trace	120	0.75	345	420	550	580	39	0	Ariz., Idaho, Nev., Cal., Ore., Wash.

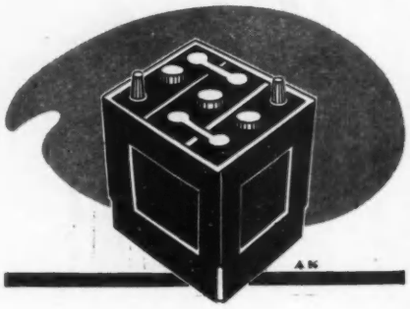
• DIESEL ENGINE SPECIFICATIONS •

DIESEL ENGINE MAKE AND MODEL	Type	Number of Cylinders Bore and Stroke (In.)	Cycle	Piston Displacement (Cu. In.)	HORSEPOWER: With Bare Engine — Maximum Brake Hp. at Specified R.P.M.	HORSEPOWER: With Standard Accessories — Max. Intermittent Hp. at Specified R.P.M.	HORSEPOWER: With Standard Accessories — Continuous Sustained Hp. at Specified R.P.M.	Compression Ratio - to 1	Max. Combustion Pressure (Lb. per Sq. In.)	B.M.E.P. at Continuous Hp. (Lbs. per Sq. In.)	Weight per Continuous Hp. (Lb.)	Max. Torque in Lb. Ft. at Specified R.P.M.	Shipping Weight (Lb.)	VALVES: Arrangement	VALVES: Intake Port Diameter and Lift (In.)	VALVES: Exhaust Port Diameter and Lift (In.)	Pressure—Nozzle Opening (Lb. per Sq. In.)	Minimum Recommended Cetane Number of Fuel	Starting Method
BUDA																			
4DT-212	AC	4-3⅝x5½	4	212	60.5-2300	49-2300	37-1800	14.50	725	77	25.7	123.5-1400	950	VI	1.37- .486	1.18- .486	2000	46	Ele
4-DT-226	AC	4-3¾x5½	4	226	58.5-2000	48-2000	39-1800	14.50	725	76	24.3	132-1400	950	VI	1.37- .486	1.18- .486	2000	46	Ele
6-DT-278	AC	6-3⅝x4¼	4	278	82-2600	69-2600	47-1800	14.50	725	74	23.5	161.8-1500	1105	VI	1.37- .486	1.18- .486	2000	46	Ele
6-DT-294	AC	6-3⅝x4¾	4	294	85-2400	71-2100	51-1800	14.50	725	76	21.9	177-1500	1115	VI	1.37- .486	1.18- .486	2000	46	Ele
6-DT-317	AC	6-3⅝x5½	4	317	90-2300	75-2300	52.5-1800	14.50	725	73	21.6	185.4-1500	1133	VI	1.37- .486	1.18- .486	2000	46	Ele
6-DT-389	AC	6-3⅞x5½	4	389	96-2100	74.5-2100	57-1600	14.20	725	73	24.5	222.5-1100	1400	VI	1.44- .476	1.31- .476	2000	46	Ele
6-DT-468	AC	6-4¼x5½	4	468	113-2000	89-2000	68-1600	14.20	725	72	21.1	268.5-1100	1435	VI	1.59- .476	1.37- .476	2000	46	Ele
6-DH-691	AC	6-4¾x6½	4	691	150-1800	123-1800	81-1200	13.70	725	77	28.0	404-1100	2270	VI	1.72- .516	1.56- .516	2000	46	Ele
CATERPILLAR																			
D-468	PC	6-4¼x5½	4	468	.....	90-1800	.....	.....	.....	85	23.5	305-900	2120	VI	.....	.....	1500	35	Ele
D-312	PC	4-4¼x5½	4	312	.....	60-1800	.....	.....	.....	85	25.0	193-1200	1500	VI	.....	.....	1500	35	Ele
CUMMINS																			
A	DI	4-4x5	4	251	.....	56.5-2200*	33-1400*	18.00	750	74	41.1	180-1200	1355	VI	1.37- .406	1.37- .406	.....	50	Ele
A	DI	6-4x5	4	377	.....	85-2200*	57-1600*	18.00	750	75	32.1	275-1200	1830	VI	1.37- .406	1.37- .406	.....	50	Ele
H	DI	4-4⅞x6	4	448	.....	83-1800	50-1200	17.00	750	74	38.6	340-800	1930	VI	1.93- .500	1.93- .500	.....	50	Ele
H	DI	6-4⅞x6	4	672	.....	125-1800	85-1400	17.00	750	72	29.9	500-800	2540	VI	1.93- .500	1.93- .500	.....	50	Ele
HS	DI	6-4⅞x6	4	672	.....	175-1800	.....	14.00	925	114	.....	625-1400	3000	VI	1.93- .500	1.93- .500	.....	50	Ele
DODGE																			
T-126	AC	6-3¾x5	4	331	100-2600	.....	95-2600	14.75	900	87	14.0	240-1600	1330	VI	.375	.375	2000	40	Ele
GEN'L MOTORS																			
3-71	DI	3-4¼x5	2	212	.....	83-2000	62-2000	16.00	980	58	18.5	263-1000	1150	VI	No Valves	1.25- .375	1500	40	Ele
4-71	DI	4-4¼x5	2	284	.....	110-2000	83-2000	16.00	980	58	15.7	350-1000	1300	VI	No Valves	1.25- .375	1500	40	Ele
6-71	DI	6-4¼x5	2	425	.....	165-2000	123-2000	16.00	980	57	13.5	525-1000	1660	VI	No Valves	1.25- .375	1500	40	Ele
HERCULES																			
DOOB	TC	4-3¼x4½	4	199	62-2600	53-2600	41-1800	14.50	750	91	18.3	143-1500	750	VI	1-62- .375	1.12- .375	1650	45	E-G
DOOC	TC	4-4x4½	4	226	70-2600	60-2600	47-1800	14.50	750	91	15.9	162-1400	750	VI	1.62- .375	1.12- .375	1650	45	E-G
DOOD	TC	4-4¼x4½	4	255	79-2600	66-2600	53-1800	14.50	750	91	14.2	180-1400	750	VI	1.62- .375	1.12- .375	1650	45	E-G
DJXB	TC	6-3½x4½	4	260	77-2600	66-2600	51-1800	14.50	750	86	17.2	178-1400	875	VI	1.62- .375	1.12- .375	1650	45	E-G
DJXC	TC	6-3¾x4½	4	298	83-2600	71-2600	59-1800	14.50	750	87	14.8	208-1500	875	VI	1.62- .375	1.12- .375	.....	45	E-G
DWXC	TC	6-4x4¾	4	358	108-2400	92-2400	77-1800	14.50	750	95	.....	265-1400	.....	VI	1.68- .395	1.25- .395	1650	45	Ele
DWXD	TC	6-4¼x4¾	4	404	122-2400	104-2400	85-1800	14.50	750	93	.....	299-1400	.....	VI	1.68- .395	1.25- .395	1650	45	Ele
DRXB	TC	6-4⅝x5¼	4	474	120-2000	102-2000	89-1600	14.50	750	93	16.1	350-1300	1435	VI	2.00- .395	1.37- .395	1650	45	E-G
DRXC	TC	6-4⅝x5¼	4	529	133-2000	113-2000	88-1400	14.50	750	94	16.3	380-1400	1435	VI	2.00- .395	1.37- .395	1650	45	E-G
DHXB	TC	6-5x6	4	707	176-1800	150-1800	121-1400	14.50	750	97	20.7	530-1400	2500	VI	2.37- .500	1.62- .500	1650	45	E-G
DFXB	TC	6-5x6	4	707	177-1800	150-1800	121-1400	14.50	750	97	19.8	530-1400	2400	VI	2.37- .500	1.62- .500	1650	45	Ele
MACK																			
405	LE	6-4x5⅝	4	405	107-2200	94-2200	65-1500(8)	14.60	840	85	26.3	308-1200	1710	VI	1.56- .418	1.50- .418	1400	46	Ele
ED	LE	6-4⅝x5¾	4	519	133-2200	122-2200	80-1500(8)	14.57	840	82	22.8	381-1300	1823	VI	1.64- .500	1.64- .500	1700	46	Ele
END605	LE	6-4⅝x6	4	605	144-2000	130-2000	100-1500(8)	14.63	840	87	19.8	455-1100	1980	VI	1.64- .500	1.64- .500	1700	46	Ele
WAUKESHA																			
VRZH	DI	4-4⅝x5¼	4	353	59-1600	47-1600	39-1400	5.60	500	62	26.9	229-700	1050	VI	1.75- .450	1.50- .450	1200	....	E-H
6BKH	DI	6-3¾x4¼	4	282	83-2800	54-2500	41.5-1800	6.40	500	65	18.1	174-1400	750	VI	1.62- .375	1.25- .375	1200	....	E-H
140HS	DI	6-4¼x5½	4	468	111-2250	89-2000	70-1500	5.80	500	79	20.0	342-1000	1400	VI	1.87- .531	1.37- .469	1200	....	Ele
140HK	DI	6-4½x5½	4	525	124-2250	101-2000	78-1500	5.80	500	78	18.5	383-1000	1440	VI	1.87- .531	1.37- .469	1200	....	Ele
145HS	DI	6-4¾x6	4	638	124-2000	98-1800	80-1400	5.60	500	71	24.4	434-800	1950	VI	1.87- .594	1.37- .531	1200	....	Ele
145HK	DI	6-5¼x6	4	779	150-2000	120-1800	99-1400	5.60	500	72	20.0	531-800	1980	VI	1.87- .594	1.37- .531	1200	....	Ele

‡—Without fan or muffler
AC—Air Chamber
DI—Direct Ignition
E-G—Electric or Auxilliary Gasoline Engine
E-H—Electric or Hand
Ele—Electric
LE—Lanova Energy Cell
TC—Turbulence Chamber

• DIESEL FUEL TAXES •

STATE	State Gasoline Tax	State Diesel Fuel Tax	DIESEL TAX REMARKS
Alabama	6	6	Same if used in motor vehicles on highways.
Arizona	5	5	Collected by seller.
Arkansas	6½	6½	Paid on use basis by operator.
California	3	3	Same as gasoline tax.
Colorado	4	4	Same as gasoline if for use on highways.
Connecticut	3	3	Collected by distributor.
Delaware	4	4	Same. Diesels pay twice the registration fee.
Dist. of Col.	2	No	Diesel vehicles charged twice the registration fee.
Florida	7	7	Diesel tax made effective July 1, 1939.
Georgia	6	6	Same if used in motor vehicles on highways.
Idaho	5.1	5.1	Collected through oil companies.
Illinois	3	3	Collected from licensed distributor and user direct.
Indiana	4	4	Tax paid on sales basis if used on the highways.
Iowa	3	3	Same as gasoline tax.
Kansas	3	3	Collected by distributors, if for use on highways.
Kentucky	5	5	Paid by user if used in motor vehicles on highways.
Louisiana	7	7	Paid by user if used in motor vehicles on highways.
Maine	4	No	No tax at present; legislation pending.
Maryland	4	4	Same as gasoline tax.
Massachusetts	3	No	Diesels pay higher registration fee.
Michigan	3	3	Collected by wholesale distributor or retail dealer from operator or owner of unit using the highways.
Minnesota	3	3	Diesel tax charge is made from reports from both seller and purchaser. Legislation pending to make tax 4 cents.
Mississippi	6	6	Same if used in motor vehicles on highways.
Missouri	2	2	Same if used in motor vehicles on highways.
Montana	5	5	Paid by user if used in motor vehicles on highways.
Nebraska	5	No	In addition to regular truck registration fee, diesel vehicles pay a special fee amounting to twice the registration fee.
Nevada	4	5	Increase made effective July 1, 1939.
New Hampshire	4	4	Same as gasoline tax.
New Jersey	3	3	Same as gasoline tax.
New Mexico	5	5	Collected from licensed and bonded user direct.
New York	4	4	Same as gasoline tax.
North Carolina	6	6	Same as gasoline tax.
North Dakota	4	4	Same as gasoline tax.
Ohio	4	4	Same as gasoline tax.
Oklahoma	4	4	Same if used in motor vehicles on highways.
Oregon	5	5	Diesels also charged higher license fee. Trucks, $1.50 per 100 lb. light weight.
Pennsylvania	4	4	Taxable if used in motor vehicles on highways.
Rhode Island	3	3	Same as gasoline tax.
South Carolina	6	6	Diesel fuel taxed by Act of 1940.
South Dakota	4	4	Same as gasoline tax.
Tennessee	7	7	Effective February 15, 1941 on vehicles using the highways.
Texas	4	4	Same as gasoline tax.
Utah	4	4	Paid by user if used in motor vehicles on the highways.
Vermont	4	No	Diesel vehicles charged twice the registration fee.
Virginia	5	5	Collected from licensed "User-Sellers" and "Users" direct.
Washington	5	5	Same, plus 50% capacity license fee on gross weight.
West Virginia	5	5	Same as gasoline when used on highways.
Wisconsin	4	4	Same as gasoline tax.
Wyoming	4	4	Same as gasoline tax when used on highways.
FEDERAL	1½	No	No diesel tax collected.



BATTERY DATA

TYPE AND CAPACITY BY TRUCK MODELS

TRUCK MAKE AND MODEL	BATTERY		
	Amp. Hr. Capacity	Number of Plates	Terminal Grounded
AUTOCAR			
A, B, UA, UB, C10, U10, C20, U20, C30, U30	118	15	P
RM, RL, D, UD, UDD	135	17	P
DF, N, NF, DH, DS	152	19	P
UDF, UN, UNF, US	152	19	P
UT, 5UTR, 6X2UT, T, C, 6X2UT	135*	17	P
RMT, 1TR, 6X2RL, 1UTR, 6X2UD	118*	15	P
2TR, 3TR, 4TR	135*	17	P
2UTR, 3UTR, 4UTR	135*	17	P
RLD, DP, C40, C40D, U40, U40D	135	17	P
6X2DF, 6X2NF, 6X4DF	135*	17	P
6X2T, 6X4TO, 6X4TD, 6X4TC, 6X4S	135*	17	P
6X2UN, 6X2UNF, 6X4UTO, 6X4UTD	135*	17	P
4X4DF, 4X4N, 4X4NF	152	19	P
C10, U10, C20, U20, C30, U30	118	15	P
C10T, U10T, C20T, U20T, C30T, U30T	101*	13	P
DC10, DC10T, DU10, DU10T, DC20, DC20T, DU20, DU20T	135**	17	P
C40, U40, C40D, U40D, C50D	135	17	P
C40T, U40T, C4062, C4064, U4064, C50T	118*	15	P
DC50T	237*	25	P
C60, U60, U60D, C70, U70, C70D, C7044, C80, U80, C80D, U80D	152	19	P
C60T, U60T, C70T, U70T, C7062, U7062, C7064, U7064, C80T, U80T, C8044, C8062, U8062, C8064, U8064, C90, U90, C90T, U90T, C90D, U90D, C9044, C9062, U9062, C9064, U9064	135*	17	P
DC100T, DU100T, DC100D, DC10044, DC10062, DU10062, DC10064, DU10064	152**	19	P
BROCKWAY			
78, 83, 88, 92, 94	118	15	P
112, 128, 146, 147, 152, 153, 154, 156, 162, 166	135	17	P
160X, 165X	135	17	P
170X, 175X, 195X, 220X	152	19	P
240X, 260X	118*	15	P
CHEVROLET			
All Trucks (1935-36)	90	15	N
(1937-38)	94	15	N
(1939)	95	15	N
(1940-41)	100	15	N
CORBITT			
12B, 13B, F12, 17B, F14, 14BT, 21B	101	13	P
26D, F23, F27, F35, 18BT, 22BT, 27BT	101	13	P
F18	101	17	P
DIAMOND T			
201 (Std.)	95	15	P
201 (Deluxe), 201C, 306, 306SC, 404, 404C, 404SC	100	13	P
408	110	17	P
509, 509C, 612, 612C, 614, 614C	118	15	P
702, 702C, 805, 805C, 806, 806C	152	19	P
900	200	25	P
DODGE			
RC, RD, TC, TD, VC, WC Series	90	13	P
RE, VD, TE, WD Series	95	15	P
DODGE—(Cont.)			
RF, VF, WF, VM, WFM Series	105	15	P
RG, RH, TG, TH, VG, VH, WG, WH, WGM, WHM Series	119	15	P
RL, RK, RO, RP, TL, TK, VL, VK, WL, WK Series	136	17	P
TLD, TKD, VLD, VKD, WLD, WKD	153**	19	P
FEDERAL			
7, 8, 9, 10, 11, 11H, 12, 14	100	13	P
15, 15H, 18H, 20H, 75	100	13	P
16, 17, 18, 20, 76, 77, 80	118	15	P
18, 20 (Late 1941)	135	17	P
25, 29, 25H, 29H, 35, 45	135	17	P
40, 40DR, 50, 50H	135	17	P
62, 63, 65, 66 (12-volt)	135*	17	P
C7, C7W, C8, C8W, C8H	135	17	P
75, 80, 75H, 80H	100	13	P
85, 89, 85H, 89H, 90, 92, 94	135	17	P
FORD			
1939)	100	17	P
FORD—(Cont.)			
(1940-41)	120	17	P
FWD			
HS, HG, HM, HH6, SUA, SU, YU, MJ5, MJ6, M7, M10, MJ6X6, M6X6	153	19	P
GENERAL MOTORS			
T14 to T155, T16, T16H, T18, T18H	86	13	P
T23, T23H, T33, T33H, F23, F23H, F33, F33H, T46, F48	115	15	P
T61, T61H, F61, F61H	115	15	P
F16, F16H, F18, F18H	86	13	P
AC100, AC150, AC250, AC300, AC350, AC400, AC450, AF300, AF350, AF400, AF450, CC100, CC150, CC250, CC260, CC300, CC350, CC400, CC450, CF300, CF400, CF450	100	15	P
AC500, AF500, AC550, AF550, AC600, AF600, AC650, AF650, AC700, AF700, AC800, AF800, AC850, AF850	115	17	P

FAST CHARGER SPECIFICATIONS

Name	Model	Price	Type	Timing Device	Cut-Off Switch	Charging Rate	Ammeter to Show Rate of Charge	Voltmeter to Show Battery Voltage	Rate of Charge at Start	Rate of Charge at Finish	Available in What Voltages	Available in What Cycles
Allen Electric & Equip. Co.												
Allen	F160	159.00	CS	M	Au	Ad	Y	Y	80 Max.	60	110,220	25,30,50,60
Allen	F50	87.50	CS	N	M	Ad	Y	Y	50 Max.	38	110,220	25,30,50,60
Baldor Electric Co.												
Handy Super Servicer	75	180.00	B	M	Au	Ad	Y	Y	70–75	6	115,230	50,60
Handy Battery Booster	30	89.50	B	M	Au	F	Y	Y	35–35	30	115,230	50,60
Benwood Linze Co.												
B-L	39/40	249.50	CO	M	Au	Ad	Y	Y	100 Max.	12–15	220	25,60
B-L	200	199.50	CO	M	Au	Ad	Y	Y	100 Max.	12–15	110,220	25,60
B-L	100	98.50	B	M	Au	F	N	N	50	50	110	60
Electric Heat Control Co.												
King	FC-1	178.00	CS	M	Au	Ad	Y	Y	80 Max.	60	110,220	60
W. D. Foreman												
Foreman Batt. Booster	A-75	147.50	MG	M	Au	F	Y	N	75	55	All	All
Foreman Batt. Booster	D-75	176.50	MG	M	Au	F	Y	N	75	55	All	All
General Electric Co.												
GE	Deluxe	325.00	CO	E	Au	Ad	Y	Y	20–100	15	110,220	60
GE	Eighty	189.50	CO	E	Au	Ad	Y	Y	35–80	30–70	110,220	60
GE	Booster	89.50	B	M	Au	F	Y	N	40	35–40	110,220	60
Hunter Hartman Corp.												
KwiKurent Deluxe	372K	545.00	MG	M	Au	Ad	Y	Y	150 Max.	50	220,440	Any cycle
KwiKurent Standard	365K	495.00	MG	M	Au	Ad	Y	Y	150 Max.	50	220,440	Any cycle
Rocket	472R	265.00	CO	M	Au	Ad	Y	Y	100 Max.	72	110,220	25,50,60
Bullet	465B	179.50	CS	M	Au	Ad	Y	Y	100 Max.	64	110	60
Marquette Mfg. Co.												
Marquette Hi-Rate	100 Amp.	198.00	CO	M	Au	Ad	Y	Y	100 Max.	60–70	110,220	40,50,60
Marquette Hi-Rate	80 Amp.	179.50	CO	M	Au	Ad	Y	Y	80 Max.	50–60	110,220	40,50,60
Mercury Battery Charger & Tester Corp.												
Mercury	Master	295.00	SE	M	Au	Ad	Y	Y-3	110 Max.	60	110,220	25,50,60
Mercury	D-250	250.00	SE	M	Au	Ad	Y	Y-3	90 Max.	40	110,220	25,50,60
Mercury	D-100	198.50	CO	M	Au	Ad	Y	Y	90 Max.	50	110.220	25.50.60
Mercury	Comet	124.95	CS	M	Au	Ad	Y	N	75 Max.	40	110.220	25.50.60
National Battery Co.												
Speedway	0694	197.50	CO	M	Au	Ad	Y	Y	100 Max.	60–70	110.220	25*60
Speedway	0693	179.50	CO	M	Au	Ad	Y	Y	80 Max.	50–60	110–220	25,60
Quick Charge, Inc.												
Quick Charge	80-A	198.50	CS	M	Au	Ad	Y	Y	80 Max.	50	115,220	25,60
Joseph Weidenhoff, Inc.												
Weidenhoff	555	188.50	CS	M	Au	Ad	Y	Y	80 Max.	25–30	110.220	50,60

Ad—Adjustable **B**—Bulb **CS**—Copper Sulphide **F**—Fixed **MG**—MotorGenerator **SE**—Seleinum
Au—Automatic **CO**—Copper Oxide **E**—Electrical **M**—Mechanical **N**—No **Y**—Yes

BATTERY DATA
CONTINUED

TRUCK MAKE AND MODEL	BATTERY		
	Amp. Hr. Capacity	Number of Plates	Terminal Grounded
GENERAL MOTORS—(Cont.)			
ADC500, ADC550, ADC600, ADC650, ADC700, ADC750, ADC800, ADC850 (12-volt)	280	25	P
ADF500, ADF550, ADF600, ADF650, ADF700, ADF750, ADF800, ADF850	200*	25	P
HUG			
98, 99, 99S, 44-4, 45-4, 46-4	153	19	N
D42, D43, D43L, D98, D99, D99S, 42W, 87W	153	19	N
15W, 19W, 83W, 85W	105	19	N
INTERNATIONAL			
K1, K2, K3, K4, K4S, K5, K5S	105	15	P
KENWORTH			
505, 506, 507, 511, 519, 521, 522, 523	175*	21	P
525, 526, 527, 528, 541, 542, 543, 544, 545	175	21	P
553, 554, 555	140	19	P
536, 537, 538	122	19	P
MARMON-HERRINGTON			
E5, E6, LD2, OT1, F5-4, F6-4, FF5-4, FF6-4, F5-6, F6-6, FF5-6, FF6-6, H5-4, H6-4, HH5-4, HH6-4, H5-6, H6-6, HH5-6, HH6-6, J5-4, J6-4, JJ5-4, JJ6-4, JJ5-6, JJ6-6, LD3-4, LLD3-4, LD4-4, LLD4-4, LD5-4, LLD5-4, OT2-4, OT3-4, OOT3-4, OT4-4, OOT4-4	100	17	P
C10-4, C20-4, C30-4, DSD100-4, DSD-200-4, DSD200-6, DSD300-4, DSD-300-6	120	17	P
C40-4, C50-4, DSD400-4, DSD400-6, DSD500-4, DSD500-6	141	17	P
C55-4, C55DR-4, C60-4, C60-6, C70-4, C70-6, DSD500-4, DSD550-DR4, DSD600-4, DSD600-6, DSD700-4, DSD700-6	116	15	P
C80-4, C80-6, DSD800-4, DSD800-6	120	13	P
DSD900-4, DSD900-6, DSD1000-4, DSD1000-6	138	15	P
OSHKOSH			
All Models	120	17	N
REO			
450, 450L, 475, 475L, 650, 650L, 675, 675L, 1A4, 1C4	90	13	N
1A4H, 1C4H, 1B7M, 2B7M	90	13	N
1B4, 1D4, 1B4H, 1D4H, 2B4, 2D4, 2B4, 2D4, 2J5, 2H5, 1L5	90	13	N
2LM7, 2LMH7	240	25	N
	140	15	N
2L4, 2L4H, 2LC4	240	25	N
	140	15	N
19, 20	90	13	N
21	105	15	N
22, 23	136	17	N
4D19	204	25	P
6D19, D20	272*	33	P
STERLING			
FB50, FB60, FB70, FD70	140	21	P
FB80, FD90, FC90, FC95	140	21	P
FD97, FC100, FC115, FC135, FD140, HC140	158	23	P
HC185, HC200, HC250, HCS210	158*	23	P
FBT152, FWS152	140	21	P
FDS180	158	23	P
STEWART			
40A, 60A, 61A, 62A, 47A, 50A	117	15	P
38A, 49A, 51A, 58A, 59A	133	17	P
STUDEBAKER			
K5, L5, K10, K15, K15M	105	15	P
K20, K20M, K25, K25M	136	17	P
K20D	136**	17	P
K30, K30M	153	19	P
All Models (1941)	90	13	P
WHITE			
700, 704, 800, 802, 708, 510	105	15	P
704K	115	15	P
709, 710, 712	117	15	P
718	100	13	P
750, 750T	133	17	P
720, 720T, 820	136	17	P
722	114	13	P
805, 809, 810, 812, 818	117	15	P
WA14, WA18, WA20, WA22, WA26, WA34, WA114, WA118, WA120, WA122, WA126, WA134, WA2064, WA2264	119	15	P
White Horse	120	17	P
WILLYS			
All Models	80	13	N

ABBREVIATIONS:

*Each for 2 units. **Each for 4 units.

TRANSMISSION SPECIFICATIONS

TRANSMISSION MAKE AND MODEL	Torque Rating	No. of Forward Speeds	Location	Type	GEAR RATIOS											Weight—Dry (Lb.)	Oil Capacity (Pts.)	Power Take-off Opening
					Direct Drive On	Low	Second	Third	Fourth	Fifth	Sixth	Seventh	Eighth	Ninth	Reverse	Overdrive			
AUTOCAR																		
RL, URL	350	5	Eng	Con	4	6.07	3.51	1.77	1.00	.78					7.80	.78	332	11	Yes
DF	350	5	Eng	Con	4	5.78	3.52	1.63	1.00	.72					7.23	.72	335	11	Yes
TF	450	5	Eng	Con	4	5.90	3.60	1.84	1.00	.75					7.37	.75	416	11	Yes
A-2		2	Eng		2	1.47	1.00										310	10	Yes
A-3						1.98	1.00									.725	298	10	Yes
BROWN-LIPE(1)																		
2321		2	Ams	Con		1.00										.75	105	4	Yes
2323		2	Ams	Con	2	1.58	1.00										105	4	Yes
3221		2	Ams	Con		1.00										.79	133	7	No
3222		2	Ams	Con	2	2.15	1.00										133	7	No
5222		2	Ams	Con	2	2.34	1.00										190	8	No
5531		3	Ams	Con	2	2.00	1.00									.72	145	6	Yes
6031		3	Ams	Con	2	2.14	1.00									.69	210	10	Yes
703		3	Ams	Cla	2	2.62	1.00									.747	355	8½	Yes
2341		4	Eng	CC	4	6.34	3.28	1.65	1.00						7.92		138	5½	Yes
2541		4	Eng	CC	4	6.34	3.28	1.65	1.00						7.92		138	5½	Yes
3341		4	Eng	CC	4	6.30	3.51	1.68	1.00						7.29		230	8½	Yes
3440		4	Eng	CC	3	3.87	1.86	1.00							4.48	.73	230	8½	Yes
5341		4	Eng	CC	4	6.63	3.20	1.70	1.00						7.53		327	8	Yes
6241		4	Eng	CC	4	6.63	3.19	1.70	1.00						7.53		342	11	Yes
6440		4	Eng	CC	3	3.90	1.88	1.00							4.43	.75	342	11	Yes
7441		4	Eng	CC	4	6.27	3.46	1.73	1.00						8.15		479	18	Yes
7641		4	Eng	CC	4	5.24	2.89	1.71	1.00						6.81		479	18	Yes
7640		4	Eng	CC	3	3.72	2.06	1.00							4.84	.77	479	18	Yes
2452		5	Eng	CC	5	7.12	4.20	2.33	1.66	1.00					7.45		175	9	Yes
2453		5	Eng	CC	4	6.12	3.62	2.00	1.00						6.40	.79	175	9	Yes
3352		5	Eng	CC	5	7.93	4.58	2.47	1.46	1.00					7.93		290	10	Yes
3353		5	Eng	CC	4	6.54	3.77	1.92	1.00						6.54	.77	290	10	Yes
5351		5	Eng	CC	4	6.63	3.20	1.70	1.00						7.53	.74	420	12	Yes
5352		5	Eng	CC	5	7.70	4.85	2.56	1.43	1.00					7.80		420	12	Yes
7451		5	Eng	CC	4	6.27	3.46	1.73	1.00						8.15	.67	587	26	Yes
7651		5	Eng	CC	4	5.24	2.89	1.71	1.00						6.81	.69	587	26	Yes
3481		8	Eng	CC	7	8.31	4.00	3.87	2.15	1.86	1.57	1.00			(a)	.73	375	11	Yes
7481		8	Eng	CC	7	8.48	4.65	3.72	2.28	2.04	1.76	1.00			(b)	.77	680	26	Yes
CHEVROLET																		
9141-½ & ¾ Ton	200	3	Eng	SC	3	2.94	1.68	1.00							2.94		48	1½	No
1941-1 & 1½ Ton	200	4	Eng	Cla	4	7.06	3.48	1.71	1.00						6.98		90	5½	Yes
CLARK																		
141-T	Var	3	Eng	CC	3	3.46	1.71	1.00							4.25		85	3½	Yes
170FS	Var	4	Eng	Cla	4	6.57	3.58	1.73	1.00						7.88		140	8	Yes
185-F	Var	4	Eng	CC	4	6.35	3.31	1.73	1.00						7.54		140	8	Yes
200-V	Var	5	Eng	CC	5	7.58	4.38	2.40	1.48	1.00					6.11		200	12	Yes
200-VO	Var	5	Eng	CC	4	6.06	3.50	1.91	1.00						4.87	.799	200	12	Yes
205-V	Var	5	Eng	CC	5	7.58	4.38	2.40	1.48	1.00					7.51		205	12	Yes
205-VO	Var	5	Eng	CC	4	6.06	3.50	1.91	1.00						6.00	.799	205	12	Yes
230-F	Var	4	Eng	CC	4	5.00	3.07	1.71	1.00						5.83		195	11	Yes
270-V	Var	5	Eng	CC	5	7.88	4.46	2.63	1.48	1.00					7.88		290	20	Yes
270-VO	Var	5	Eng	CC	4	7.00	3.97	1.90	1.00						7.00	.788	290	20	Yes
326-V	Var	5	Eng	CC	5	8.05	4.34	2.80	1.67	1.00					8.05		380	24	Yes
326-VO	Var	5	Eng	CC	4	7.08	3.82	1.85	1.00						7.08	.788	380	24	Yes
FORD																		
Used on 11D, 11Y, IND, INY, 191W, 118T, 198T 19T, 11W, 19W, 111W		4	Eng	Cla	4	6.40	2.09	1.69	1.00						7.82			5	Yes
Used on 11D, 11Y, INC.		3		SC	3	3.53	1.90	1.00							4.00			2½	No
Used on 11C		3		Con	3	2.82	1.60	1.00							3.62			2½	No
F. W. D.																		
U	Var	5	Ams	Con	5	9.95	5.83	3.15	1.85	1.00					8.95		966*	32	Yes
M	Var	10	Ams	Con	10	15.33	9.28	5.73	3.08	2.10	7.30	4.42	2.73	1.47	(d)		1638*	28	Yes
FULLER																		
AR-163	Var	2	Ams	CC	2	1.63	1.00								None		120	8	No
UR-163	Var	2	Eng	CC	2	1.63	1.00								None		152	8	No
2-A-62	Var	2	Ams	Con	2	1.58	1.00								None		165	8	No
2-A-62	Var	2	Ams	Con	2	2.00	1.00								None		165	8	No
2-B-62	Var	2	Ams	Con	2	1.33	1.00								None		165	8	No
2-A-86	Var	2	Ams	Con	2	2.27	1.00								None		240	14	No
2-B-86	Var	2	Ams	Con	2	1.32	1.00								None		240	14	No
3-A-86	Var	3	Ams	Con	2	1.99	1.00								None	.77	340	17	Yes
3-B-86	Var	3	Ams	Con	2	1.24	1.00								None	.848	340	17	Yes
3-C-86	Var	3	Ams	Con	2	1.35	1.00								None	.74	340	17	Yes
4-A-86	Var	4	Eng	CC	4	6.54	3.27	1.76	1.00						7.24		420	22	Yes
4-A-860	Var	4	Eng	CC	3	3.72	1.86	1.00							4.12	.76	420	22	Yes
4-AM-86	Var	4	Ams	CC	4	6.54	3.27	1.76	1.00						7.24		370	22	Yes
4-AM-860	Var	4	Ams	CC	3	3.72	1.86	1.00							4.12	.76	370	22	Yes
4-B-86	Var	4	Eng	CC	4	5.55	3.27	1.76	1.00						6.58		420	22	Yes
4-BM-86	Var	4	Ams	CC	4	5.55	3.27	1.76	1.00						6.58		370	22	Yes
5-A-33	Var	5	Eng	CC	5	7.53	4.30	2.52	1.42	1.00					7.37		210	12	Yes
5-A-330	Var	5	Eng	CC	5	6.10	3.48	1.79	.100						5.96	.768	210	12	Yes

CONTINUED ON NEXT PAGE

Transmission Specifications

(Continued from page 53)

TRANSMISSION MAKE AND MODEL	Torque Rating	No. of Forward Speeds	Location	Type	GEAR RATIOS											Weight—Dry (Lb.)	Oil Capacity (Pts.)	Power Take-off Opening
					Direct Drive On	Low	Second	Third	Fourth	Fifth	Sixth	Seventh	Eighth	Ninth	Reverse	Overdrive			
5-B-33	Var	5	Eng	CC	5	7.53	4.30	2.52	1.42	1.00					7.37		218	12	Yes
5-B-330	Var	5	Eng	CC	4	6.10	3.48	1.79	1.00						5.96	.768	218	12	Yes
5-F-33	Var	5	Eng	CC	5	7.53	4.30	2.52	1.42	1.00					7.37		220	12	Yes
5-F-330	Var	5	Eng	CC	4	6.10	3.48	1.79	1.00						5.96	.768	220	12	Yes
5-G-33	Var	5	Eng	CC	5	7.53	4.30	2.52	1.42	1.00					7.37		228	12	Yes
5-G-330	Var	5	Eng	CC	4	6.10	3.48	1.79	1.00						5.96	.768	228	12	Yes
5-M-33	Var	5	Ams	CC	5	7.53	4.30	2.52	1.42	1.00					7.37		185	12	Yes
5-M-330	Var	5	Ams	CC	4	6.10	3.48	1.79	1.00						5.96	.768	185	12	Yes
5-A-43	Var	5	Eng	CC	5	8.03	4.61	2.46	1.41	1.00					(e)		330	16	Yes
5-A-430	Var	5	Eng	CC	4	6.52	3.33	1.77	1.00						(f)	.771	330	16	Yes
5-F-43	Var	5	Eng	CC	5	8.03	4.61	2.46	1.41	1.00					(e)		340	16	Yes
5-F-430	Var	5	Eng	CC	4	6.52	3.33	1.77	1.00						(f)	.771	340	16	Yes
5-M-43	Var	5	Ams	CC	5	8.03	4.61	2.46	1.41	1.00					(e)		280	16	Yes
5-M-430	Var	5	Ams	CC	4	6.52	3.33	1.77	1.00						(f)	.771	280	16	Yes
5-A-62	Var	5	Eng	CC	5	8.08	4.67	2.62	1.38	1.00					(g)		370	24	Yes
5-A-620	Var	5	Eng	CC	4	7.07	3.50	1.72	1.00						(h)	.776	370	24	Yes
5-F-62	Var	5	Eng	CC	5	8.08	4.67	2.62	1.38	1.00					(g)		385	24	Yes
5-F-620	Var	5	Eng	CC	4	7.07	3.50	1.72	1.00						(h)	.776	385	24	Yes
5-M-62	Var	5	Ams	CC	5	8.08	4.67	2.62	1.38	1.00					(g)		320	24	Yes
5-M-620	Var	5	Ams	CC	4	7.07	3.50	1.72	1.00						(h)	.776	320	24	Yes
8-A-86	Var	8	Eng	CC	8	14.83	7.42	6.54	3.99	3.27	2.27	1.76	1.00		(k)		650	36	Yes
8-A-60	Var	8	Eng	CC	7	8.44	4.22	3.72	2.27	1.86	1.72	1.00			(m)	.76	650	36	Yes
8-AM-86	Var	8	Ams	CC	8	14.83	7.42	6.54	3.99	3.27	2.27	1.76	1.00		(k)		550	36	Yes
8-AM-860	Var	8	Ams	CC	7	8.44	4.22	3.72	2.27	1.86	1.72	1.00			(m)	.76	550	36	Yes
8-B-86	Var	8	Eng	CC	8	12.56	7.42	5.55	3.99	3.27	2.27	1.76	1.00		(o)		650	36	Yes
8-B-860	Var	8	Eng	CC	7	7.14	4.22	3.15	2.27	1.86	1.72	1.00			(p)	.76	650	36	Yes
8-BM-86	Var	8	Ams	CC	8	12.56	7.42	5.55	3.99	3.27	2.27	1.76	1.00		(o)		550	36	Yes
8-BM-860	Var	8	Ams	CC	7	7.14	4.22	3.15	2.27	1.86	1.72	1.00			(p)	.76	550	36	Yes
8-C-86	Var	8	Eng	CC	8	8.63	6.54	4.32	3.27	2.32	1.76	1.32	1.00		(q)		650	36	Yes
8-C-860	Var	8	Eng	CC	6	4.91	3.72	2.46	1.86	1.32	1.00				(r)	(u)	650	36	Yes
8-D-86	Var	8	Eng	CC	8	7.33	5.55	4.32	3.27	2.32	1.76	1.32	1.00		(s)		650	36	Yes
8-D-860	Var	8	Eng	CC	6	4.16	3.15	2.45	1.86	1.32	1.00				(t)	(u)	650	36	Yes
INTERNATIONAL																			
HDS		3		SC	3	3.05	1.48	1.00							3.70			3	No
HDS-A		3		SC	3	3.05	1.48	1.00							3.70			3	No
H-41		4		SC	4	6.40	3.09	1.69	1.00						7.82			5½	Yes
WARNER																			
T9A	180	4	Eng		4	5.90	3.09	1.69	1.00						7.21		129†	6	Yes
T9	165	4	EA		4	6.40	3.09	1.69	1.00						7.82		98	6	Yes
T89	150	3	Eng	Con	3	3.58	1.83	1.00							4.25		110§	4	No
T89	150	3	Eng	SC	3	3.58	1.83	1.00							4.25		110§	4	No

*—Includes transfer
†—With clutch housing and brake band assemblies
§—With brake band assembly, companion flange, brake drum and lever
(1)—Spicer Manufacturing Co.
(a)—9.62 and 4.48 to 1
(b)—10.95 and 4.84 to 1
(d)—10.03 and 4.78 to 1
e)—8.00 and 4.71 to 1
(f)—6.50 and 3.33 to 1
(g)—8.12 and 4.74 to 1
(k)—16.42 and 7.24 to 1
(m)—9.32 and 4.12 to 1
(o)—14.92 and 6.58 to 1
(p)—8.48 and 3.74 to 1
(g)—7.24 and 9.56 to 1
(r)—5.44 and 4.12 to 1
(s)—8.68 and 6.58 to 1
(t)—4.94 and 3.74 to 1
(u)—.86 and .65 to 1
Ams—Amidship
CC—Constant Mesh and Clash
Cla—Clash
Con—Constant Mesh
EA—On Engine or Amidship, optional
Eng—Unit with Engine
SC—Synchronizing Clutches
Var—Varies

TRAILER REGISTRATIONS

(As of December 31, 1940 and 1939.)

	Trailers and Semi-Trailers 1940	1939
Alabama	4,625	4,574
Arizona	4,925	4,626
Arkansas	11,000	10,707
California	167,917	155,316
Colorado	1,703	1,574
Connecticut	6,012	5,951
Delaware	3,339	3,047
District of Columbia	950	788
Florida	20,000	18,793
Georgia	15,009	13,617
Idaho	21,953	21,513
Illinois	29,349	24,966
Indiana	72,000	71,584
Iowa	95,932	(1) 98,292
Kansas	5,588	5,795
Kentucky	.....	.....
Louisiana	15,204	13,673
Maine	11,000	(2) 10,658
Maryland	5,520	4,641
Massachusetts	16,212	14,585
Michigan	161,017	154,262
Minnesota	90,168	42,175
Mississippi	5,073	4,149
Missouri	38,632	34,317
Montana	6,171	4,195
Nebraska	44,000	43,473
Nevada	1,510	1,361
New Hampshire	6,096	5,708
New Jersey	8,089	7,679
New Mexico	3,129	2,762
New York	51,251	46,845
North Carolina	45,000	44,882
North Dakota	1,162	984
Ohio	135,000	134,174
Oklahoma	7,589	14,757
Oregon	(3)	(3)
Pennsylvania	33,197	30,738
Rhode Island	1,130	686
South Carolina	3,860	5,598
South Dakota	23,391	21,821
Tennessee	(3)	(3)
Texas	55,666	54,514
Utah	636	558
Vermont	2,315	2,026
Virginia	12,244	9,877
Washington	23,400	20,882
West Virginia	3,621	3,382
Wisconsin	5,900	5,783
Wyoming	10,349	10,795
Total	1,287,734	1,193,085

(1)—Includes 68,985 light trailers registered without charge.
(2)—Includes light trailers and commercial semi-trailers. Full trailers included with trucks.
(3)—Included with trucks.

1940 ACCIDENT DATA

(Compiled by The Travelers)

WEATHER CONDITIONS PREVAILING

	Fatal Accidents	Per Cent	Non-Fatal Accidents	Per Cent
Clear	26,940	85.8	748,520	82.6
Fog	660	2.1	13,590	1.5
Rain	3,050	9.7	111,470	12.3
Snow	750	2.4	32,620	3.6
Total	31,400	100.0	906,200	100.0

ROAD CONDITIONS PREVAILING

	Fatal Accidents	Per Cent	Non-Fatal Accidents	Per Cent
Dry	24,400	77.7	643,400	71.0
Wet	4,840	15.4	161,300	17.8
Snowy	810	2.6	30,810	3.4
Icy	1,350	4.3	70,690	7.8
Total	31,400	100.0	906,200	100.0

DAYS OF OCCURRENCE OF ACCIDENTS—1940

	Persons Killed	Per Cent	Persons Injured	Per Cent
Sunday	7,140	20.4	237,600	18.0
Monday	4,480	12.8	171,600	13.0
Tuesday	3,780	10.8	153,120	11.6
Wednesday	4,060	11.6	163,680	12.4
Thursday	4,130	11.8	170,280	12.9
Friday	4,690	13.4	182,160	13.8
Saturday	6,720	19.2	241,560	18.3
Total	35,000	100.0	1,320,000	100.0

ROAD LOCATION OF ACCIDENTS

	Persons Killed	Per Cent	Persons Injured	Per Cent
Between intersections	10,150	29.0	477,160	36.1
Rural intersections	1,300	3.7	33,000	2.5
Highway	9,930	28.4	163,680	12.4
Driveway	390	1.1	22,440	1.7
Curve	3,320	9.5	50,160	3.8
Street intersections	7,140	20.4	548,520	41.6
Railroad crossing	2,070	5.9	7,880	.6
Bridge	700	2.0	17,160	1.3
Total	35,000	100.0	1,320,000	100.0

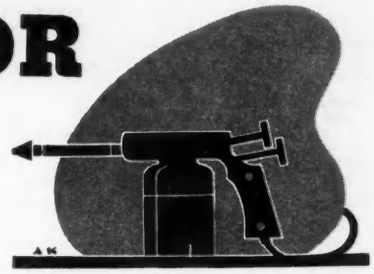
DIRECTION OF TRAVEL

	Persons Killed	Per Cent	Persons Injured	Per Cent
Going straight	29,200	83.4	992,680	75.2
Turning right	450	1.3	30,360	2.3
Turning left	1,330	3.8	91,080	6.9
Backing	320	.9	21,120	1.6
Skidding	2,070	5.9	59,400	4.5
Car parked or standing still	910	2.6	62,040	4.7
Slowing down or stopping	520	1.5	59,400	4.5
Miscellaneous	200	.6	3,940	.3
Total	35,000	100.0	1,320,000	100.0

SPECIFICATIONS FOR

PREPARING SURFACES FOR

PAINTING



Here for the first time Commercial Car Journal presents the recommendations of the various paint manufacturers for the preparation of and undercoat application on the 11 types of surface which the truck fleet painter encounters.

The four stages of preparation and undercoat application—cleaning, surface treatment, priming and surfacing—take the painter up to the application of the color coat. From that point on the process is uniform or, at least, it presents fewer problems than the earlier steps.

In the early steps various materials are used on the different surfaces. These are so varied that it is next to impossible for a painter to remember them all. This chart, therefore, is a substitute for fallible memory, and a definite guide to the correct materials for particular applications.

Surface to be Painted and Recommending Manufacturer	CLEANER		SURFACE TREATMENT		PRIMER		SURFACER	
	Brand Name and Symbol	Drying Time	Brand Name and Symbol	Drying Time	Brand Name and Symbol	Drying Time	Brand Name and Symbol	Drying Time
ALUMINUM								
Ditzler	Ditzler Wax and Grease Remover (Z-414)	None	None	None	Ditzco Zinc Chromate Primer-Surfacer (PS-21)	4 hr.	None	None
DuPont	Rust Remover		Wash with water		Preparakote (High Solids)	4 hr.*	Preparakote (High Solids)	4 hr.*
Lowe Bros.	Kleenite		None		Zinc Chromate Primer	½ hr.	Nepto-Namel Surfacer	ON
Pittsburgh Plate Glass	90-102 Mimax Surface Cleaner	5 min.	Phosphoric Acid Type Cleaner		29-50 Lavax Gray Primer Surfacer	½-1 hr.	29-50 Lavax Primer Surfacer	1 hr.
Sewall	982 Metal Cleaner	5 min.	Roughen	None	1861 Specification Metal Primer—P-27 Zinc Chromate aircraft aluminum primer	1-1½ hr.	1854 Fleet Undercoat	2 hr.
Sherwin-Williams	Naphtha		Metal Prep	Wipe Dry	Kem Primers 43800 Series	4 hr.†	Kem Surfacers 43820 Series	18 hr.
CADMIUM PLATE								
Ditzler	Scouring Powder	None	Ditzler Wax and Grease Remover (Z-414)	None	Ditzco Clear Finish (Z-340)	ON	None	None
DuPont	Naphtha		Thorough Sand with 150		Preparakote (High Solids)	4 hr.*	Preparakote (High Solids)	4 hr.*
Lowe Bros.	None	None	None	None	None	None	None	None
Pittsburgh Plate Glass	None	None	Metal-prep 610 or 2% acetic acid solution		29-55 Lavax Metal Primer (Zinc dust type)	4-6 hr.	29-50 Lavax Primer Surfacer	1 hr.
Sewall	None	None	None	None	None	None	None	None
Sherwin-Williams	Naphtha		Metalprep	Wipe Dry	Kem Primers 43800 Series	4 hr.†	Kem Surfacers 43820 Series	18 hr.
CANVAS								
Ditzler	Ditzler Wax and Grease Remover (Z-414)	None	None	None	Ditzler Canvas Sealer (Z-498)	ON	None	None
DuPont	Naphtha		None		475-8402 Gray Wood Primer	24 hr.	None	None
Lowe Bros.	None	None	Size and Stretch		White lead and oil	24-48 hr.	None	None
Pittsburgh Plate Glass	Solvent Wash		None	None	Tector	ON	None	None
Sewall	Water Wash		None	None	LX14	1 hr.	1852 Sewall Undercoat	2 hr.
Sherwin-Williams	Naphtha		None	None	Kem Canvas Sealer 03316	24 hr.	None	None
MASONITE								
Ditzler	Ditzler Wax and Grease Remover (Z-414)	None	None	None	Ditzco Masonite Primers PS-57 Gray, PS-58 Red	4 hr.	None	None
DuPont	Naphtha		Slight Sand		Preparakote (High Solids)	4 hr.*	Preparakote (High Solids)	4 hr.*
Lowe Bros.	None	None	None	None	Nepto-Namel-Primer-Surfacer C-7449	4-5 hr.	None	None
Pittsburgh Plate Glass	None	None	Sand with production paper	None	29-54 Lavax Wood Primer	ON	29-50 Lavax Primer Surfacer	1 hr.
Sewall	Sandpaper	None	None	None	1854 Fleet Undercoat thinned for primer coat	1 hr.	1854 Fleet Undercoat thinned for surfacer coat	4 hr.
Sherwin-Williams	Naphtha		Kem Clear Sealer 06025	1 hr.	Kem Primers 43800 Series	4 hr.	Kem Surfacers 43820 Series	18 hr.
OLD FINISH								
Ditzler	Ditzler Wax and Grease Remover (Z-414)	None	None	None	Ditzco Primer Surfacers	4 hr.	None	None
DuPont	Prep-sol		Sand with water		Preparakote (High Solids)	4 hr.*	Preparakote (High Solids)	4 hr.*
Lowe Bros.	Kleenite		Sand	None	Nepto-Namel-Primer-Surfacer C-7449	4-5 hr.	None	None
Pittsburgh Plate Glass	90-102 Mimax Surface Cleaner	5 min.	Sand with 280-A sandpaper and water		29-50 Lavax Gray Primer-Surfacer	½-1 hr.	29-50 Lavax Primer-Surfacer	1 hr.
Sewall	658 Kleen-off liquid or 769 Ex Wax	5 min.	Sand	None	1854 Fleet Undercoat Thinned for Prime	15 min.	1854 Fleet Undercoat or E-43 Surfacer	1 hr.
Sherwin-Williams	Sher-Will-Clean 02998	None	Sand	None	Kem Primers 43800 Series	4 hr.†	Kem Surfacers 43820 Series	18 hr.
PRIME								
Ditzler	Ditzler Wax and Grease Remover (Z-414)	None	Sand	None	None	None	Ditzco Primer-Surfacers	4 hr.
DuPont	Prep-sol		Slight Sand		None	None	Preparakote (High Solids)	4 hr.*
Lowe Bros.	None	None	Wet sand and wipe		None	None	Nepto-Namel Surfacer C-10722	ON
Pittsburgh Plate Glass	90-102 Mimax Surface Cleaner	5 min.	Sand with 320-A sandpaper and water		None	None	29-50 Lavax Primer Surfacer	1 hr
Sewall	769 Ex Wax	5 min.	Sand	None	Metal Primer		1854 Fleet Undercoat	4 hr.
Sherwin-Williams	Naphtha		Sand	None	Kem Primers 43800 Series	4 hr.	Kem Surfacers 43820 Series	18 hr.
PAINT GRIP								
Ditzler	Ditzler Wax and Grease Remover (Z-414)	None	None	None	Ditzco Primer-Surfacers	4 hr.	None	None
DuPont	Naphtha		None		Preparakote (High Solids)	4 hr.*	Preparakote (High Solids)	4 hr.*
Lowe Bros.	V M P Naptha	None	None	None	Nepto-Namel-Primer-Surfacer	4-5hr.	Nepto-Namel Surfacer C-10722	ON

CONTINUED ON NEXT PAGE

SPECIFICATIONS FOR PAINTING (Continued)

Surface to be Painted and Recommending Manufacturer	CLEANER		SURFACE TREATMENT		PRIMER		SURFACER	
	Brand Name and Symbol	Drying Time	Brand Name and Symbol	Drying Time	Brand Name and Symbol	Drying Time	Brand Name and Symbol	Drying Time
PAINT GRIP—Cont'd								
Pittsburgh Plate Glass	90-102 Mimax Surface Cleaner	5 min.	None	None	29-50 Lavax Gray Primer Surfacer	½-1 hr.	29-50 Lavax Primer Surfacer	1 hr.
Sewall	982 Metal Cleaner	5 min.	Roughen	None	1854 Fleet Undercoat	2 hr.	1854 Fleet Undercoat	4 hr.
Sherwin-Williams	Naphtha		None	None	Kem Primers 43800 Series	4 hr.†	Kem Surfacers 43820 Series	18 hr.
PLYWOOD								
Ditzler	Ditzler Wax and Grease Remover (Z-414)	None	None	None	Ditzco Wood Preserver and Sealer (Z-707)	1 hr.	Ditzco Primer-Surfacers	4 hr.
DuPont	Naphtha		Slight Sand		RK-3037 Clear Wood Primer	Wipe in 15 min.	Preparakote (High Solids)	4 hr.*
Lowe Bros.	None	None	Sand	None	Oil Primer C-10719	ON	Nepto-Namel C-10722	ON
Pittsburgh Plate Glass	None	None	Sand with production paper	None	29-54 Lavax Wood Primer	ON	29-50 Lavax Primer-Surfacer	1 hr.
Sewall	Sand	None	None	None	X75 Wood Sealer	4 hr.	1854 Fleet Undercoat	4 hr.
							1848 Paste Undercoat	4 hr.
Sherwin-Williams	None	None	Kem Clear Sealer 06025	1 hr.	Kem Primers 43800 Series	4 hr.†	Kem Surfacers 43820 Series	18 hr.
STEEL								
Ditzler	Ditzler Wax and Grease Remover (Z-414)	None	Ditzler Rust Remover and Metal Cleaner (Z-453)	None	Ditzco Primer-Surfacers	4 hr.	None	None
DuPont	Sand with Rust Remover	None	Wash with Water		Preparakote (High Solids)	4 hr.*	Preparakote (High Solids)	4 hr.*
Lowe Bros.	V M P Naphtha	None	None	None	Nepto-Namel Primer-Surfacer C-7449	4-5 hr.	Nepto-Namel Surfacer C-10722	ON
Pittsburgh Plate Glass	90-102 Mimax Surface Cleaner	5 min.	Phosphoric Acid Type Cleaner	None	29-50 Lavax Gray Primer Surfacer	½-1 hr.	29-50 Lavax Primer Surfacer	1 hr
Sewall	982 Metal Cleaner	5 min.	Sand bright	None	1854 Fleet Undercoat	2 hr.	1854 Fleet Undercoat	4 hr.
							1848 Paste Undercoat	4 hr.
Sherwin-Williams	Ditzler Wax and Grease Remover (Z-214)	None	Metal-Prep	Wipe Dry	Kem Primers 43800 Series	4 hr.†	Kem Surfacers 43820 Series	18 hr.
WOOD								
Ditzler	Ditzler Wax and Grease Remover (Z-414)	None	None	None	Ditzco Wood Preserver and Sealer (Z-707)	1 hr.	Ditzco Primer-Surfacers	4 hr.
DuPont	Naphtha		Slight Sand		RK-3037 Clear Wood Primer	Wipe in 15 min.	Preparakote (High Solids)	4 hr.*
Lowe Bros.	None	None	Sand	None	Oil Primer C-10719	ON	Nepto-Namel Surfacer C-10722	ON
Pittsburgh Plate Glass	None	None	Sand with Production Paper	None	29-54 Lavax Wood Primer	ON	29-50 Lavax Primer-Surfacer	1 hr.
Sewall	Sand	None	None	None	3300 Line Oil Primer		1854 Fleet Undercoat	4 hr.
							1848 Paste Undercoat	4 hr.
Sherwin Williams	None	None	Kem Clear Sealer 06025	1 hr.	Kem Primers 43800 Series	4 hr.†	Kem Surfacers 43820 Series	18 hr.
ZINC COATED								
Ditzler	Ditzler Wax and Grease Remover (Z-414)	None	Ditzler Rust Remover and Metal Cleaner (Z-453)	None	Ditzco Zinc Primer (Z-659)	¼-½ hr.	Ditzco Primer Surfacers	4 hr.
DuPont	Naphtha		Sand with 150 sandpaper		Preparakote (High Solids)	4 hr.*	Preparakote (High Solids)	4 hr.*
Lowe Bros.	Galvaprep or Lithoform		Wash with water		Nepto-Namel Primer-Surfacer C-7449	4-5 hr.	Nepto-Namel Surfacer C-10722	ON
Pittsburgh Plate Glass	None	None	Copper Sulphate Wash	5 min.	29-55 Lavax Metal Primer (Zinc dust type)	4-6 hr.	29-50 Lavax Primer Surfacer	1 hr.
Sewall	982 Metal Cleaner	5 min.	Copper Sulphate Wash	5 min.	1854 Fleet Undercoat	2 hr.	1854 Fleet Undercoat	4 hr.
Sherwin-Williams	Naphtha		Galvaprep or Lithoform		G & G Primer 26348	24 hr.	Kem Surfacers 43820 Series	18 hr.

ON—Over night

*—4 hr.—Dry Sand; 15 hr.—Water Sand

†—Can be coated with Surfacer after 1 hr.

FLEETS BY SIZES AND STATES

These figures are based on fleets operating eight or more TRUCKS. In addition, these fleets operate over half a million passenger cars.

	8-9 Fleets	10-24 Fleets	25-49 Fleets	50-99 Fleets	100 & Over Fleets	Total Fleets	Trucks
Alabama	52	108	38	15	8	221	6,867
Arizona	15	44	9	10	3	81	3,860
Arkansas	27	68	14	8	5	122	3,108
California	247	744	299	162	131	1,584	82,867
Colorado	57	128	41	19	14	259	8,507
Connecticut	111	263	100	19	15	508	14,237
Delaware	13	46	14	9	5	87	2,427
Dist. of Columbia	43	74	45	19	28	209	80,432
Florida	73	197	88	28	9	395	9,731
Georgia	78	152	48	28	26	332	14,326
Idaho	10	23	8	3	4	48	1,644
Illinois	394	927	265	112	112	1,810	74,301
Indiana	190	398	117	48	20	773	19,647
Iowa	68	215	62	19	10	374	8,997
Kansas	70	147	40	9	10	276	6,532
Kentucky	57	129	43	15	13	257	11,526
Louisiana	83	220	65	36	12	416	10,329
Maine	26	64	19	6	4	119	2,737
Maryland	89	198	72	26	24	409	13,433
Massachusetts	280	657	183	73	51	1,244	37,646
Michigan	300	674	190	104	80	1,248	45,487
Minnesota	75	238	89	63	21	486	17,538
Mississippi	28	66	16	6	8	124	3,561
Missouri	133	349	114	74	41	711	24,592
Montana	25	48	16	8	6	103	4,034
Nebraska	38	92	34	14	12	190	6,719
Nevada	6	11	8	1	1	27	809
New Hampshire	12	46	10	3	4	75	1,966
New Jersey	250	601	153	89	42	1,135	33,046
New Mexico	9	17	9	2	4	41	1,647
New York	587	1,102	406	197	187	2,479	138,529
North Carolina	57	170	65	20	13	325	16,035
North Dakota	17	21	7	3	2	50	1,155
Ohio	399	711	241	120	92	1,563	51,101
Oklahoma	37	149	61	25	17	289	10,666
Oregon	35	118	46	17	12	228	8,729
Pennsylvania	464	991	331	131	104	2,021	67,111
Rhode Island	49	118	30	16	10	223	5,730
South Carolina	49	96	32	6	8	191	6,258
South Dakota	12	31	4	3	3	53	1,251
Tennessee	78	165	64	22	19	348	10,685
Texas	166	493	158	94	34	945	32,495
Utah	32	53	24	12	8	129	4,293
Vermont	16	17	7	4	3	47	1,262
Virginia	80	175	57	23	18	353	11,063
Washington	103	199	61	34	22	419	13,241
West Virginia	62	144	32	12	19	269	8,586
Wisconsin	122	323	111	52	21	629	16,523
Wyoming	9	22	11	2	2	46	1,216
TOTALS	5,233	11,942	3,957	1,822	1,317	24,271	958,492

Vocational Breakdown of Commercial Car Journal Fleet List

	Fleets	Trucks
Bakeries, Candies, Florists	1,485	63,342
Bottlers, Breweries	930	24,048
Coal Dealers, Mineral Mines	1,041	18,297
Contractors, Builders	2,457	50,775
Dairy Products, Milk, Ice Cream	1,485	62,553
Department Stores, Furniture	417	11,020
Flour, Feed, Grains	140	3,433
Government, State, County, Municipal	2,060	239,902
Ice Dealers, Manufacturers	575	15,011
Laundries, Cleaners, Dyers	1,556	34,766
Manufacturers, Steel Mills	837	15,624
Meats, Fish	670	17,489
Motor Freight-Local, Inter- and Intra-State	5,301	176,313
Newspapers, Publishers	137	4,988
Paints, Chemicals, Drugs	170	3,723
Petroleum Products	1,224	75,045
Public Utilities, Railroads	1,210	79,545
Farmers, Vegetables, Chain Stores	1,517	39,769
Miscellaneous	1,059	23,851
TOTAL	24,271	958,492

TRUCK SPECIFICATIONS TABLE

OF

STANDARD DOMESTIC MODELS

TABULATED BY COMMERCIAL CAR JOURNAL

and brought up to date in this issue from data supplied by manufacturers

KEY TO DEFINITIONS, ABBREVIATIONS AND REFERENCES

DEFINITIONS

MAKE AND MODEL
Only Domestic Truck Models are listed.

OPTIONAL UNITS
For the express purpose of best fitting the truck to the individual job most of the models listed can be provided with optional engines, transmissions, axles, etc., and these models when so equipped are considered standard stock models.

CHASSIS LIST PRICE
The chassis list price applies to the minimum standard wheelbase with standard tires and standard equipment. All prices are F.O.B. factory. Chassis list price does not include the price of the Cab unless otherwise noted.

RECOMMENDED GROSS VEHICLE WEIGHT FOR NORMAL SERVICE
The Gross Weights published herewith are those supplied by manufacturers as their Recommended Gross Vehicle Weights for Normal Operating Conditions, and are based upon the Maximum Authorized Tire Size listed. In actual practice the manufacturer may either increase or decrease the gross vehicle weight rating when either favorable or unfavorable operating conditions are involved. Since the proper performance of a motor truck depends upon many factors, including grades, road conditions, etc., the gross weights that a manufacturer is prepared to recommend will vary with particular conditions, and the manufacturer's own standard of safety factors. Specific recommendations, therefore, should be obtained from the manufacturer's representative.

CHASSIS WEIGHT
The chassis weight listed includes the weight of the minimum standard wheelbase chassis, with cowl, with standard tires, with standard equipment, with crankcase and cooling system full, and 5 gallons of fuel in the tank. It does not include the weight of the Cab. This applies to C.O.E. as well as conventional chassis types. Exceptions are noted.

STANDARD TIRE SIZE
The standard tire size listed is that which is included in the Chassis List Price.

MAXIMUM AUTHORIZED TIRE SIZE
The tire size listed in this column is the maximum size recommended by the manufacturer of the chassis for the Gross Vehicle Weight for Normal Operating Conditions. It is furnished at extra cost, if it differs from the standard size. Dual rears are understood; exceptions noted.

MINIMUM STANDARD WHEELBASE
The minimum standard wheelbase is the so-called standard wheelbase on which the Chassis List Price is based.

MAXIMUM STANDARD WHEELBASE
The maximum standard wheelbase is the extreme end of the standard range of wheelbases offered by the chassis maker.

MAXIMUM BRAKE HP.
Maximum Brake Horsepower at Given R.P.M. is actual dynamometer reading without accessories.

GEAR RATIO RANGE
Gear Ratio Range in High—Ratios within the range given are available at no extra cost. Exceptions are noted.

TRACTORS
Unless given the designation (N)—meaning not available as a tractor—all standard models may be assumed to be available as tractors. Exclusively Tractor models are designated (T).

KEY TO REFERENCES

c.f.—Cab Forward design.

c.o.e.—Cab-Over-Engine design.

(C)—Converted Ford or Chevrolet model, identifiable by engine make listed.

(d)—For dump or tractor service only.

(D)—Diesel-engine equipped.

e.b.s.—Engine-between-seat design.

e.u.s.—Engine-under-seat design.

(N)—Not available as a tractor.

(T)—Designed for tractor use only.

(3) Available—All models available in c.o.e. design, oversize power plants, oil engines and six-wheel construction.

(4) Chevrolet—Governor set not to exceed 45 M.P.H.

(5) Condor—These models available with double drop bus frames.

(6) Federal—245 cu. in. engine and 11" clutch available on Models 16 and 76. 263 cu. in. engine and 11" clutch available on Models 16, 17, 76 and 77. 428 cu. in. engine available on Models 45, 55, 92 and 94. 428 cu. in., 501 cu. in. and 517 cu. in. engines available on Models 55 and 94. Oversize or two-speed rear axles available on Models 16, 17, 18, 20, 25, 29, 35, 45, 76, 77, 80, 85 and 89. Double reduction rear axles available on Models 20, 25, 29, 35, 45, 80, 85, 89, 90 and 92. Two- or three-speed auxiliary transmissions available on all models. Air brakes available on Models 25, 29, 35, 45, 55, 85, 89, 90, 92 and 94. All above at extra cost.

(7a) Federal—Model 62 when furnished with fishplates, 11.00/24 tires and Continental 21RF engine is known as Model 62X and has a dry chassis weight of 10,975 lbs.

(9) Gramm—Models 31, 41, 46, 56, 71, 76, 86 and 96 both gasoline and diesel available with double drop bus frames of various wheelbases. 221 cu. in. engine available on Model 21. 263 cu. in. engine available on Models 31 and 41. 282 cu. in. engine and 5 speed transmission available on Models 41, 46, and 56. 320 cu. in. engine and 5 speed transmission available on Models 41, 46, 56, and 71. 404 cu. in. engine and larger 5 speed transmission available on Model 86. Oversize two speed and double reduction axles available on Models 21, 31, 41, 46, 56, 71, 76 and 86 both gasoline and diesel. All other equipment furnished at extra cost.

(10) Corbitt—Wheelbases optional—any wheelbase desired furnished at chassis price listed.

(11) International Harvester—By "Normal operating conditions" (see definition of Gross Vehicle Weight for Normal Service) is meant operation on comparatively level terrain, over roads with a tractive resistance value of from 25 to 30 pounds per ton of gross vehicle weight and at controlled and uniform speeds within a range of not to exceed 45 m.p.h.

(14) Reo—Also available with four speed transmission and bevel gear rear axle.

(15) Sterling—Available with double reduction rear axle.

(16) Sterling—Diesel powered unit of comparable capacity available in addition to gasoline models.

(18) Willys—Advertised list price less Federal tax. Cab Pick-up $535; Panel Delivery $849. Prices, complete with shock absorbers and front and rear bumpers. Standard tires 5.50/16—4 ply; Panel Delivery 6.00/16—4 ply; 6.00/16S—6 ply—optional.

KEY TO ABBREVIATIONS

MAKES—ALL

B—Bendix.
BL—Brown-Lipe.
Bu or Bud—Buda.
Cat—Caterpillar.
Cl or Cla—Clark.
C or Chev—Chevrolet.
Co—Covert.
Con—Continental.
Col—Columbia.
Cum—Cummins-Diesel.
Det—Detroit Gear.
Eat—Eaton.
Fu—Fuller.
F—Ford.
Her—Hercules.
L—Lockheed.
LO—Lockheed front, Own rear.
LW—Lockheed front, Wisconsin rear.
Lyc—Lycoming.
N.P.—New Process.
O or Ow—Own.
Op or Opt—Optional.
Sal—Salisbury.
Shu—Shuler.
Spi—Spicer.
T or Tim—Timken.
TO—Timken front, Own rear.
TW—Timken-Wisconsin.
TWH—Timken Wisconsin Herrington.
WG—Warner Gear.
WH—Wisconsin Herrington.
W-Hes—Waukesha Hesselman.
Wau—Waukesha.
W or Wis—Wisconsin.
WO—Wagner front, Own rear.
Ws—Westinghouse.

BRAKES—SERVICE

Location
2—Two Wheels, rear only.
4—Four Wheels, front and rear.
4r—Four Wheels, rear only.
6—Six Wheels, front and rear.

Type
I—Internal.
X—External.

Operation
A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—HAND

Location
C—Center of double propeller shaft.
2—Rear wheels.
2/4—Two-wheel brakes effective on all four wheels through driveshaft.
4—Four wheels.
6—Six wheels.
J—Jackshaft.
T—Transmission.
F—Driveshaft.
P—Propeller shaft.

Type
D—Tru-Stop disk.
I—Internal.
X—External.

BRAKE DRUMS

Material
a—Cast alloy iron.
A—American Car Foundry.
c—Cast iron.
C—Centrifuse.
Cl—Copper iron.
D—Dayton.
E—Ermalite.
F—Furnace iron.
G—Gunite.
N—Nickel iron.
p—Pressed steel.
P—Pressed steel.
s—Cast steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

FRAME

Type
I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner.
D—Drop Center
Tf—Tapered front.
X—x-Braced.
S—Deep section channel frame with oak insert.
A—Straight section sidemembers, lined with oak inserts.
Y—Straight section channel sidemembers, lined with full length channel reinforcements, and oak inserts.

GOVERNOR STANDARD

Y—Yes.
N—No.

REAR AXLE

Final Drive and Type
B—Bevel.
C—Chain.
D—Dead.
F—Full-floating.
Hy—Hypoid.
d—Dual range axle.
2—Double Reduction.
S—Spiral bevel.
W—Worm.
½—Semi-floating.
¾—Three-quarter floating.

Gear Ratios
(*) Ratios other than standard at extra cost.
(**) Only one ratio.

Drive and Torque
A—Radius Rods and Torque Arm.
H—Hotchkiss (springs).
R—Radius Rods.
T—Torque Arm.
U—Torque Tube.

WHEELS DRIVEN

2F—Forward unit of Rear Axle Group.
2R—Rear Unit of Rear Axle Group.
4R—Forward and rear units of Rear Axle Group.
4F—Front Axle and Forward unit of Rear Axle Group.
4FR—Front Axle and Rear unit of Rear Axle Group.
6—All wheels.

Line Number	MAKE AND MODEL	Chassis List Price	WHEEL-BASE Minimum Standard	WHEEL-BASE Maximum Standard	Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	TIRE SIZES D-dual rear S-single rear: Standard Front and Rear	TIRE SIZES: Maximum Authorized Tire Size (Duals unless noted)	ENGINE DETAILS: Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Main Bearings: Number, Diameter and Length	Governor Standard	TRANSMISSION: Make and Model	Forward Sp'ds	REAR AXLE: Make and Model	Gear and Type	Drive & Torque	Gear Ratio Range in High	FRONT AXLE: Make and Model	BRAKES SERVICE: Make Location Type Operat'n	Lining Area	Drum Area	Drum Material	Hand Location Type	C-A Dimension (Min. Std. W. B.)	FRAME: Side Rail Dimensions	FRAME: Type
1	Avail- (3) C-100	1370	Opt	Opt	11500	4000	6.50/20D	7.50/20	Wau BL	6-3 1/16 x 4 1/4	245	5.7	165	73-3000	7-2 5/16 x 10 1/4	N	WG T9	4	Tim 53514H	SF	H	**-6.6	Tim 30000H	L4IH	266	388	a	TX	60	10x3x 1/4	T
2	able C-200	1520	Opt	Opt	12600	4200	7.00/20D	7.50/20	Wau BL	6-3 1/16 x 4 1/4	245	5.7	165	73-3000	7-2 5/16 x 10 1/4	N	WG T9	4	Tim 53308H	SF	H	**-6.6	Tim 30000H	L4IH	304	477	a	TX	60	10x3x 1/4	T
3	C-250	1600	Opt	Opt	14000	4300	7.00/20D	8.25/20	Wau BL	6-3 1/16 x 4 1/4	245	5.7	165	73-3000	7-2 5/16 x 10 1/4	N	WG T9	4	Tim 53308H	SF	H	**-6.6	Tim 31000H	L4IH	300	552	a	TX	60	10x3x 1/4	T
4	C-300	1795	Opt	Opt	16000	4800	7.50/20D	8.25/20	Wau BM	6-3 5/16 x 4 1/4	263	5.7	178	78-3100	7-2 5/16 x 10 1/4	N	WG T9	4	Tim 54411H	SF	H	**-6.8	Tim 31000H	L4IH	328	603	a	TX	60	10x3x 1/4	T
5	C-350	1905	Opt	Opt	17000	4900	7.50/20D	9.00/20	Wau BK	6-3 1/4 x 4 1/4	282	5.7	188	85-3200	7-2 5/16 x 10 1/4	N	WG T9A	4	Tim 54411H	SF	H	**-6.8	Tim 32502H	L4IH	328	603	a	TX	60	10x3x 1/4	T
6	C-400	2135	Opt	Opt	20000	5400	8.25/20D	9.00/20	Wau BK	6-3 1/4 x 4 1/4	282	5.7	188	85-3200	7-2 5/16 x 10 1/4	N	WG T9A	5	Tim 56410H	SF	R	**-7.4	Tim 32502H	L4IH	328	603	a	TX	60	12x3x 1/4	T
7	C-450	2085	Opt	Opt	20500	5550	8.25/20D	9.00/20	Wau BK	6-3 1/4 x 4 1/4	282	5.7	188	85-3200	7-2 5/16 x 10 1/4	N	WG T9A	4	Tim 56410H	SF	R	**-7.4	Tim 33000H	L4IH	328	603	a	TX	60	12x3x 1/4	T
8	C-500	2440	Opt	Opt	22000	6100	9.00/20D	9.00/20	Wau BZ	6-4x4 1/4	320	5.7	210	86-2800	7-2 5/16 x 10 1/4	Y	Fu 5A330	5	Tim 58300H	SF	R	**-7.8	Tim 33000H	L4IH	370	684	a	TX	60	12x3x 1/4	T
9	C-550	2880	Opt	Opt	23000	6800	9.00/20D	10.00/20	Wau MKR	6-4 1/16 x 4 3/4	381	5.3	270	99-2400	7-2 5/16 x 12 1/2	Y	Fu 5A-430	5	Tim 58300H	SF	R	**-7.8	Tim 35000H	L4IH	370	684	a	TX	60	12x3x 1/4	T
10	C-600	3320	Opt	Opt	26500	7400	10.00/20D	11.00/20	Wau MZR	6-4 1/4 x 4 3/4	404	5.3	290	106-2400	7-2 5/16 x 12 1/2	Y	Fu 5A-430	5	Tim 65743H	WF	R	6.8-10.25	Tim 35000H	L4IH	459	793	a	TD	60	12x3x 1/4	T
11	C-650	3800	Opt	Opt	26500	8000	10.00/20D	11.00/20	Wau SRLR	6-4 3/8 x 5 1/8	462	5.5	330	112-2300	7-3x13 1/8	Y	Fu 5A-620	5	Tim 65743H	WF	R	6.8-10.25	Tim 35000H	L4IH	459	793	a	TD	60	12x3x 1/4	T
12	C-700	4175	Opt	Opt	35000	8700	10.00/20D	12.00/20	Wau SRKR	6-4 1/2 x 5 1/8	517	5.5	365	126-2300	7-3x13 1/8	Y	Fu 5A-620	5	Tim 66728H	WF	R	6.8-10.25	Tim 26452H	L4IH	544	867	a	TD	60	12x3x 1/4	T
13	Bantam	349	75	75	1700	850	4.00/15S	5.00/15	Own	4-2.26x3 1/2	50	7.4	34.1	22-3800	3-2 1/4 x 1.005	N	WG T48E	3	Spi 10	S	H	**-5.25	Spi 10	O4IM	76	104	P	4I	114	8x2 1/4 x .109	....
14	Brockway 78	895	138	164	13000	3965	6.00/20D	32x6	Con 24B	6-3 1/4 x 4 3/8	210	6.0	154	71-3100	4-2 3/16 x 6	N	WG T9	4	Tim 53521H	SF	H	5.66-6.6	Tim 30000H	L4IH	255	402	a	TX	65 1/4	8x3x 1/4	T
15	83	1195	138	176	14000	4100	6.50/20D	7.50/20	Con 25B	6-3 1/4 x 4 3/8	244	6.2	180	82-3100	4-2 3/16 x 6	N	WG T9	4	Tim 53521H	SF	H	5.66-6.6	Tim 30000H	L4IHV	255	402	a	TX	65 1/4	8x3x 1/4	T
16	88	1290	150	176	15000	4500	6.50/20D	7.50/20	Con 25B	6-3 1/4 x 4 3/8	244	6.2	180	82-3100	4-2 3/16 x 6	N	WG T9	4	Tim 53307H	SF	H	6.2 -6.8	Tim 30000H	L4IHV	298	477	a	TX	71 1/4	8x3x 1/4	T
17	92	1560	150	188	16000	4700	7.00/20D	8.25/20	Con 25B	6-3 1/4 x 4 3/8	244	6.2	180	82-3100	4-2 3/16 x 6	N	WG T9	4	Tim 54411H	SF	H	5.83-6.8	Tim 31000H	L4IHV	329	580	a	CD	83 1/4	8x3x 1/4	T
18	94	1850	156	188	18500	5050	7.50/20D	8.25/20	Con 25B	6-3 1/4 x 4 3/8	244	6.2	180	82-3100	4-2 3/16 x 6	N	BL B341	4	Tim 56410H	SF	H	6.16-7.4	Tim 31000H	L4IHV	329	580	a	CD	83 1/4	8x3x 1/4	T
19	110	1900	156	188	18000	5490	7.50/20D	8.25/20	Con 29B	6-3 1/16 x 4 1/2	288	5.4	192	78-2650	7-2 5/16 x 13	N	BL B341	4	Tim 54411H	SF	H	5.83-6.8	Tim 31000H	L4IHV	329	580	a	CD	83 1/4	8x3x 1/4	T
20	112	1710	150	188	18000	5150	7.00/20D	8.25/20	Con 38B	6-3 3/4 x 4 3/8	290	6.0	217	92-2800	7-2 5/16 x 12 1/4	N	BL B341	4	Tim 54411H	SF	H	5.83-6.8	Tim 31000H	L4IHV	329	580	a	CD	77 1/4	8x3x 1/4	T
21	125X	2075	164	188	18000	5570	7.50/20D	8.25/20	Con 31B	6-3 7/16 x 4 1/2	318	5.5	214	86-2600	7-2 5/16 x 13	N	BL B341	4	Tim 54411H	SF	H	5.83-6.8	Tim 31000H	L4IHV	329	580	a	CD	91 1/4	8x3x 1/4	T
22	128	1950	156	188	20000	5550	7.50/20D	8.25/20	Con 38B	6-3 3/4 x 4 3/8	290	6.2	217	92-2800	7-2 5/16 x 12 1/4	N	BL B341	4	Tim 56410H	SF	H	5.71-7.4	Tim 31000H	L4IHV	329	580	a	CD	83 1/4	8x3x 1/4	T
23	130	2245	164	206	20000	6270	8.25/20D	9.00/20	Con 29B	6-3 11/16 x 4 1/2	288	5.4	192	78-2650	7-2 5/16 x 13	N	BL B341	4	Tim 56410H	SF	R	6.16-7.4	Tim 32505H	L4IHV	329	580	a	CD	91 1/4	8x3x 1/4	T
24	130-P8	2525	164	206	20000	6250	34x7D	9.00/20	Con 29-B	6-3 11/16 x 4 1/2	288	5.4	192	78-2650	7-2 5/16 x 13	N	Fu 5-A-43	5	Tim 56410H	SF	R	5.16-7.4	Tim 32505H	L4IHV	329	580	a	CD	91 1/4	8x3x 1/4	B
25	145	2385	176	206	20000	6390	8.25/20D	9.00/20	Con 31B	6-3 7/16 x 4 1/2	318	5.5	214	86-2600	7-2 5/16 x 13	N	BL B341	4	Tim 56410H	SF	R	5.16-7.4	Tim 32505H	L4IHV	329	580	a	CD	103 1/4	8x3x 1/4	T
26	146	2690	126	206	20000	6060	8.25/20	9.00/20	Con 40B	6-4x4 3/8	330	6.0	245	104-2800	7-2 5/16 x 12 1/4	Y	Fu 5A330	5	Tim 56411H	SF	R	5.76-7.4	Tim 32505H	L4IHV	370	660	a	CD	53	8x3x 1/4	T
27	(T) 147	2855	132	164	.....	6000	8.25/20	9.00/20	Con 40B	6-4x4 3/8	330	6.0	245	104-2800	7-2 5/16 x 12 1/2	Y	Fu 5A33	5	Eat A617000	SFd	H	Dual Rge.	Tim 32505H	L4IHV	370	660	a	CD	53	8x3x 1/4	T
28	150X-4	2680	176	206	22000	6520	8.25/20D	9.00/20	Con 32B	6-4 1/16 x 4 1/2	361	5.4	252	95-2500	7-2 5/16 x 13	Y	BL 3241	4	Tim 56410H	SF	R	5.71-7.4	Tim 32505H	L4IHV	329	580	a	CD	103 1/4	8x3x 1/4	T
29	150X-5	2710	176	206	22000	6570	8.25/20D	9.00/20	Con 32B	6-4 1/16 x 4 1/2	361	5.4	252	95-2500	7-2 5/16 x 13	Y	Fu 5-A-43	5	Tim 56410H	SF	R	5.71-7.4	Tim 32505H	L4IHV	329	580	a	CD	103 1/4	8x3x 1/4	T
30	152	2870	126	206	22000	6350	8.25/20	9.00/20	Con 41B	6-4 1/16 x 4 5/8	371	5.9	280	100-2500	7-2 5/16 x 13 1/2	Y	Fu 5A43	5	Tim 56411H	SF	R	5.71-6.83	Tim 32505H	L4IHV	370	660	a	CD	53	8x3x 1/4	T
31	(T) 153	3025	132	164	.....	6400	8.25/20	9.00/20	Con 41B	6-4 1/16 x 4 5/8	371	5.9	280	100-2500	7-2 5/16 x 13 1/2	Y	Fu 5A43	5	Tim 58300H	SF	H	6.14-7.8	Tim 32505H	L4IHV	370	660	a	CD	53	8x3x 1/4	T
32	(T) 154	3050	132	164	.....	6300	8.25/20	9.00/20	Con 41B	6-4 1/16 x 4 5/8	371	5.9	280	100-2500	7-2 5/16 x 13 1/2	Y	Fu 5A43	5	Eat A617000	SFd	H	Dual Rge.	Tim 32505H	L4IHV	370	660	a	CD	53	8x3x 1/4	T
33	(T) 156	3700	132	164	.....	6950	9.00/20	10.00/20	Con 42B	6-4 1/4 x 4 5/8	405	5.7	305	112-2500	7-2 5/16 x 13 1/2	Y	Fu 5A43	5	Eat A6-20000	SFd	H	Dual Rge.	Tim 32505H	L4IHV	459	768	a	CD	53	8 1/16 x 3x 1/4	T
34	160X	3295	153	219	25000	7350	9.00/20D	9.75/22	Con 32B	6-4 1/16 x 4 1/2	361	5.4	252	95-2500	7-2 5/16 x 13	Y	Fu 5-A-43	5	Tim 58300H	SF	R	6.14-7.8	Shu 15785B	L4IHV	370	663	a	CD	83 1/4	8 1/16 x 3x 1/4	T
35	162	3450	121	219	25000	7250	9.00/20	10.00/20	Con 41B	6-4 1/16 x 4 5/8	371	5.9	280	100-2500	7-2 5/16 x 13 1/2	Y	Fu 5A43	5	Tim 58300H	SF	R	6.14-7.8	Shu 15785B	L4IHV	370	663	a	CD	51	8 1/16 x 3x 1/4	T
36	166	4070	121	219	28000	7800	10.00/20	11.00/20	Con 42B	6-4 1/4 x 4 5/8	405	5.7	305	112-2500	7-2 5/16 x 13 1/2	Y	Fu 5A43	5	Wis 1337H	2F	R	5.63-8.59	Shu 15785B	L4IHV	459	772	a	CD	51	8 1/4 x 3x 3/16	T
37	170X	3640	153	219	25000	7960	9.00/20D	9.75/22	Con 33B	6-4 1/16 x 4 1/4	381	4.7	276	106-2600	7-2 1/4 x 13 1/4	Y	Fu 5-A-62	5	Tim 72300H	2F	R	5.78-7.35	Shu 15785B	L4IHV	370	663	a	CD	83 1/4	8 1/16 x 3x 1/4	T
38	165X	3795	153	219	28000	8150	9.75/20D	10.50/22	Con 32B	6-4 1/16 x 4 1/2	361	5.4	252	95-2500	7-2 5/16 x 13	Y	Fu 5-A-43	5	Wis 1337BH	2F	R	5.63-8.59	Shu 15785B	L4IHV	459	772	a	CD	83 1/4	8 1/4 x 3x 3/16	T
39	175X	4290	153	219	30000	8550	9.00/20D	10.50/22	Con 34B	6-4 3/8 x 4 5/8	427	5.4	322	133-2600	7-2 5/16 x 13 1/4	Y	Fu 5-A-62	5	Wis 1337BH	2F	R	5.63-8.59	Shu 15785B	L4IHV	459	772	a	CD	83 1/4	8 1/4 x 3x 3/16	T
40	195X	4230	153	219	28000	8650	9.75/20D	10.50/22	Con 33B	6-4 1/16 x 4 1/2	381	4.7	276	106-2600	7-2 1/4 x 13 1/4	Y	Fu 5-A-62	5	Wis 1337BH	2F	R	5.63-8.59	Shu 15785B	L4IHV	459	772	a	CD	83 1/4	8 1/4 x 3x 3/16	T
41	220X	4930	153	219	34000	9050	10.50/20D	11.25/24	Con 34B	6-4 3/8 x 4 5/8	427	5.4	322	133-2600	7-2 5/16 x 13 1/4	Y	Fu 5-A-62	5	Wis 1757H	2F	R	6.06-8.82	Shu 15795B	L4IHV	536	899	a	CD	83 1/4	8 1/4 x 3x 3/16	T
42	240X	5130	153	219	30000	8590	9.75/20D	10.50/24	Con 35B	6-4 1/2 x 5 1/4	501	5.4	370	144-2400	7-2 5/16 x 13 1/4	Y	Fu 5-A-62	4	Wis 1337BH	2F	R	5.63-7.52	Shu 15785B	L4IHV	459	772	a	CD	83 1/4	8 1/4 x 3x 3/16	T
43	260X	6030	195	219	34000	9720	10.50/22D	11.25/24	Con 35B	6-4 1/2 x 5 1/4	501	5.4	370	144-2400	7-2 5/16 x 13 1/4	Y	Fu MHU	4	Wis 1757H	2F	R	6.06-8.82	Shu 15795B	L4IHV	536	899	a	CD	125 1/4	8 1/4 x 3x 3/16	T
44	260S	6380	195	219	36000	10000	10.50/24D	11.25/24	Con 35B	6-4 1/2 x 5 1/4	501	5.4	370	144-2400	7-2 3/4 x 13 1/4	Y	Fu MHU	4	Wis 1757H	2F	R	6.06-8.82	Shu 15795B	Lw4IDV	600	899	a	CD	125 1/4	8 1/4 x 3x 3/16	B
♦ 45	Chevrolet AK	478	115	115	4600	2360	6.00/16S	15/6S	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	3	Own	Hy	U	**4.11	Own	O4IH	158	242	a	2I	38 1/4	5 1/4 x 2 1/4 x 1/4	C
♦ 46	AJ *1058	115	115	5000	*3810	6.00/16S	15/6S	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	3	Own	Hy	U	**4.11	Own	O4IH	158	242	a	2I	38 1/4	5 1/4 x 2 1/4 x 1/4	C
♦ 47	AL 556	125	125	5200	2525	15/6S	15/6S	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	3	Own	Hy	H	**4.55	Own	O4IH	158	242	a	2I	48 1/2	5 1/4 x 2 1/4 x 1/4	C
♦ 48	AN * 848	134	134	5800	*3895	7.00/17	7.50/17-8S	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	4	Own	Hy	H	**4.55	Own	O4IH	194	297	a	2I	48 1/2	7x2 3/4 x 1/4	C
♦ 49	YR 591	134	134	6700	3040	6.00/20S	7.50/20-8S	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	4	Own	HyF	H	5.43	Own	O4IH	330	478	a	2I	57 3/4	7x2 3/4 x 1/4	C
♦ 50	YR 613	134	134	7700	3095	6.00/20S†	7.50/20-8S	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	4	Own	HyF	H	5.43	Own	O4IH	330	478	a	2I	57 3/4	7x2 3/4 x 1/4	C
♦ 51	YR 623	134	134	9500	3235	6.00/20D	7.50/20-8p	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	4	Own	HyF	H	6.17	Own	O4IH	330	478	a	2I	57 3/4	7x2 3/4 x 1/4	C
♦ 52	YR 754	134	134	•13500	3495	6.50/20D‡	7.50/20-8p	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	4	Own	HyF	H	6.17	Own	O4IH	330	478	a	2I	57 3/4	7x2 3/4 x 1/4	C
♦ 53	YS 639	160	160	7700	3395	6.00/20S†	7.50/20-8S	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	4	Own	HyF	H	5.43	Own	O4IH	330	478	a	2I	83 1/4	7x2 3/4 x 1/4	C
♦ 54	YS 649	160	160	9500	3490	6.00/20D	7.50/20-8p	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	4	Own	HyF	H	6.17	Own	O4IH	330	478	a	2I	83 1/4	7x2 3/4 x 1/4	C
♦ 55	YS 780	160	160	•13500	3750	6.50/20D‡	7.50/20-8p	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	Y	Own	4	Own	HyF	H	6.17	Own	O4IH	330	478	a	2I	83 1/4	7x2 3/4 x 1/4	C
♦ 56	(c.o.e.) YU 731	109	109	7700	3410	6.00/20D†	7.50/20-8S	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	4	Own	HyF	H	5.43	Own	O4IH	330	478	a	2I	62 1/2	7x2 3/4 x 1/4	C
♦ 57	(c.o.e.) YU 741	109	109	9500	3550	6.00/20D	7.50/20-8p	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	4	Own	HyF	H	6.17	Own	O4IH	330	478	a	2I	62 1/2	7x2 3/4 x 1/4	C
♦ 58	(c.o.e.) YU 872	109	109	•13500	3810	6.50/20D‡	7.50/20-8p	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	4	Own	HyF	H	6.17	Own	O4IH	330	478	a	2I	62 1/2	7x2 3/4 x 1/4	C
♦ 59	(c.o.e.) YV 756	132	132	7700	3505	6.00/20S†	7.50/20-8S	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	4	Own	HyF	H	5.43	Own	O4IH	330	478	a	2I	86	7x2 3/4 x 1/4	C
♦ 60	(c.o.e.) YV 766	132	132	9500	3645	6.00/20D	7.50/20-8p	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	4	Own	HyF	H	6.17	Own	O4IH	330	478	a	2I	86	7x2 3/4 x 1/4	C
♦ 61	(c.o.e.) YV 897	132	132	•13500	3905	6.50/20D‡	7.50/20-8p	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	Y	Own	4	Own	HyF	H	6.17	Own	O4IH	330	478	a	2I	86	7x2 3/4 x 1/4	C
♦ 62	(c.o.e.) YW 782	158	158	7700	3790	6.00/20S†	7.50/20-8S	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	4	Own	HyF	H	5.43	Own	O4IH	330	478	a	2I	111 1/2	7x2 3/4 x 1/4	C
♦ 63	(c.o.e.) YW 792	158	158	9500	3930	6.00/20D	7.50/20-8p	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	N	Own	4	Own	HyF	H	6.17	Own	O4IH	330	478	a	2I	111 1/2	7x2 3/4 x 1/4	C
♦ 64	(c.o.e.) YW 923	158	158	•13500	4190	6.50/20D‡	7.50/20-8p	Own	6-3 1/16 x 3 3/4	216	6.5	174	90-	4-2 3/4 x 5 1/16	Y	Own	4	Own	HyF	H	6.17	Own	O4IH	330	478	a	2I	111 1/2	7x2 3/4 x 1/4	C
♦ 65	Condor DZA-1	1675	131	155	10000	3200	6.00/20S	32x6-8p	W-HES XBKH	4-3 3/4 x 4 3/4	210	6.2	125	41-2200	3-2 1/4 x 5 1/2	Y	WG T9	4	Cla R650	SF	H	4.62-6.16	Cla F182	L4IH	212	352	a	TX	60 1/4	7x2 3/4 x 1/4	T
♦ 66	(5) DZB-1	1710	131	227	12000	3500	6.00/20S	32x6-8p	W-HES XBKH	4-3 3/4 x 4 3/4	210	6.2	125	41-2200	3-2 1/4 x 5 1/2	Y	WG T9	4	Cla R750	SF	H	5.1-6.83	Cla F266	L4IH	233	392	a	TX	60 1/2	7 1/16 x 2 3/4 x 1/4	T
♦ 67	(5) DZC-1	1785	131	227	14000	3900	6.00/20S	8.25/20	W-HES XBKH	4-3 3/4 x 4 3/4	210	6.2	125	41-2200	3-2 1/4 x 5 1/2	Y	WG T9	4	Tim 53300	SF	H	4.57-6.6	Tim 30000H	L4IH	238	402	a	TX	60 1/2	7 1/16 x 2 3/4 x 1/4	T
♦ 68	(5) DZD-1	1960	131	227	15000	4500	6.00/20S	8.25/20	W-HES XBKH	4-3 3/4 x 4 3/4	210	6.2	125	41-2200	3-2 1/4 x 5 1/2	Y	WG T9	4	Tim 54411	SF	H	4.12-6.8	Tim 30000H	L4IH	331	528	a	TX	60 1/2	7 1/16 x 2 3/4 x 1/4	T
♦ 69	(5) DZE-1	2120	131	227	14000	4100	6.00/20S	8.25/20	W-HES 6BKH	6-3 3/4 x 4 1/4	282	6.4	174	84-2800	7-2 5/16 x 10 1/4	Y	Cla 185F	4	Tim 53300	SF	H	4.57-6.2	Tim 30000H	L4IH	238	402	a	TX	60 1/2	7 1/16 x 2 3/4 x 1/4	T
♦ 70	(5) DZF-1	2445	131	227	15000	4900	6.50/20D	8.25/20	W-HES 6BKH	6-3 3/4 x 4 1/4	282	6.4	174	84-2800	7-2 5/16 x 10 1/4	Y	Cla 185F	4	Tim 54411	SF	H	4.12-6.8	Tim 31000H	L4IHV	338	578	a	TX	60 1/2	10x2 3/4 x 1/4	P
♦ 71	(5) DZG-1	2700	131	227	17000	5400	7.00/20D	9.00/20	W-HES 6BKH	6-3 3/4 x 4 1/4	282	6.4	174	84-2800	7-2 5/16 x 10 1/4	Y	Cla 200V	5	Tim 55411	SF	H	5.71-7.4	Tim 31000H	L4IHV	338	578	a	TX	60 1/2	10x2 3/4 x 1/4	P
♦ 72	(5) DZH-1	2860	131	227	19000	5600	7.00/20D	9.75/20	W-HES 6BKH	6-3 3/4 x 4 1/4	282	6.4	174	84-2800	7-2 5/16 x 10 1/4	Y	Cla 200V	5	Tim 56411	SF	H	4.44-7.4	Tim 32500H	L4IHV	338	578	a	TX	60 1/2	10x2 3/4 x 1/4	P
♦ 73	(5) DZJ-1	3115	131	227	21500	5900	7.50/20D	10.50/20	W-HES 6BKH	6-3 3/4 x 4 1/4	282	6.4	174	84-2800	7-2 5/16 x 10 1/4	Y	Cla 200V	5	Tim 58300	SF	H	5.25-7.8	Tim 33000H	L4IHV	384	660	a	TX	60 1/2	10x2 3/4 x 1/4	P
74	Corbitt 13B	1500	159	179	14500	4800	7.50/20D	8.25/20	Con A6244	6-3 1/16 x 4 3/16	244	5.4	170	83-3200	4-2 3/16 x 6 3/16	N	Cla B116C	4	Tim 54411H	SF	H	5.83-6.80	Tim 30020H	L4IH	310	528	A	TX	79	7 1/16 x 3 1/16 x 1/4	T
75	17B	2400	166	Op	18500	5700	8.25/20D	9.00/22	Con M6290	6-3 3/4 x 4 3/8	290	5.5	206	87-2800	7-2 5/16 x 12 1/4	N	Fu 5A330	5	Tim 56411H	SF	H	6.06-7.40	Tim 33000H	L4IHV	381	660	A	TX	81	8x3 1/2 x 1/4	T
76	21B	3250	167	Op	22500	7750	9.00/20D	10.50/22	Con E-602	6-4 1/4 x 4 1/2	361	5.4	252	95-2500	7-2 5/16 x 13	N	Fu 5A430	5	Tim 58300H	SF	H	5.57-7.80	Tim 35000H	L4IHV	500	768	A	TX	82	8x3 1/2 x 1/4	T

† Rear 7.00/20 8-ply single. ‡ Rear 7.50/20 8-ply dual. • 14,000 lb. when truck is equipped with two-speed rear axle and 8.25/20 10 ply tires. * Includes special panel body. ♦ Denotes new models or change in specifications.

77	..........26D	4400	168	Op	27500	8000	9.75/20D	10.50/24	Con E-603	6-4¼x4½	383	5.6	280	104-2400	7-2⅝x13	N	Fu 5A430	5	Wis 1337BH	2F	H	6.36-8.59	Tim 35000H	L4IHV	533	822	A	TX	83	8⅛x3½x3/16	T
78	(T).......14BT	2350	142	142	25000	5600	8.25/20D	9.00/20	Con M6290	6-3¾x4⅜	290	5.5	206	87-2800	7-2⅝x12 3/16	N	Fu 5A330	5	Ti 54411TW	SF	H	5.83-6.80	Ti 31000TW	Ws4IA	348	578	A	TX	62	7⅞x3½x3/16	T
79	(T).......17BT	2900	136	136	30000	6300	9.00/20D	9.00/20	Con M6330	6-4x4⅜	330	5.5	238	103-3000	7-2⅝x12 3/16	N	Fu 5A330	5	Tim56411TW	SF	H	5.83-6.80	Tim33000TW	Ws4IA	435	660	A	TX	59	7⅞x3½x3/16	T
80	(T).......18BT	3250	138	138	36000	7400	9.00/20D	9.75/22	Con E-603	6-4¼x4½	383	5.6	280	104-2400	7-2⅝x13	N	Fu 5A430	5	Ti 56411TW	SF	H	6.06-7.40	Ti 33000TW	Ws4IA	435	660	A	2I	60	8x3½x¼	T
♦81	(T).......22BT	4340	149	149	40000	8800	9.75/20D	10.50/22	Con 21-R	6-4⅜x4¾	428	5.0	325	125-2400	7-2⅝x13 3/16	N	Fu 5A620	5	Tim58301TW	SF	H	4.55-7.80	Ti 35100TW	Ws4IA	617	921	A	2I	61	8x3½x¼ -	T
82	(T).......27BT	4800	149	149	45000	9400	9.75/22D	10.50/24	Con 22-R	6-4½x5¼	501	5.9	400	150-2200	7-2⅝x12 3/16	N	Fu 5A620	5	Tim 59000W	2F	H	4.09-6.12	Ti 35100TW	Ws4IA	617	921	A	2I	61	8⅛x3½x3/16	T
♦83	(T)..(D) D18BT	4800	138	138	35000	7800	9.00/20D	9.75/22	Cum AA6	6-4x5	377	17.	270	100-2200	7-4½x11½	Y	Fu 5A430	5	Tim 58300W	SF	H	5.57-7.80	Tim33000TW	Ws4IA	617	921	A	TX	60	8x3¼x¼	T
84	(T).(D) D27B6T	7750	152	152	45000	9500	9.75/22D	10.50/22	Cum HB	6-4⅞x6	672	17.	500	150-1800	7-4½x16½	Y	BL 7551	5	Tim 59000W	SF	H	4.09-6.12	Ti 35100TW	Ws4IA	617	921	A	2I	61	8⅛x3¼x3/16	T
85	Dart 30G	1695	139	252	12500	4540	32x6D	7.50/20	Her JXC	6-3¾x4¼	282	5.8	176	73-2800	7-2½x10 11/16	Y	Fu MLU	4	Tim 53200H	SF	H	5.14-6.20	Tim 31005H	L4IHV	302	452	a	TX	Opt	10x3x¼	T
86	..........40G	1995	139	252	14000	5190	32x6D	8.25/20	Her JXC	6-3¾x4¼	282	5.8	176	73-2800	7-2½x10 11/16	Y	Fu 5A330	5	Tim 54412H	SF	H	5.83-6.80	Tim 31005H	L4IHV	356	527	a	TX	Opt	10x3x¼	T
87	..........50G	2400	139	252	17000	5540	34x7D	9.75/20	Her JXD	6-4x4¼	320	5.6	204	84-2800	7-2½x10 11/16	Y	Fu 5A330	5	Tim 56411H	SF	H	6.16-7.40	Tim 31005H	L4IHV	440	660	a	TX	Opt	10x3x¼	T
88	........50G sp.	2780	139	252	19000	6190	8.25/20D	9.75/20	Wau 6MZR	6-4¼x4¾	404	4.7	300	112-2500	7-2⅝x13¼	Y	Fu 5A430	5	Tim 56411H	SF	H	6.16-7.40	Tim 31005H	L4IHV	440	660	a	TX	Opt	10x3x¼	T
89	..........60G	3200	139	252	20000	6765	9.00/20D	10.50/20	Her WXC3	6-4¼x4½	383	4.7	262	106-2800	7-2⅝x13¼	Y	Fu 5A430	5	Tim 58300H	SF	H	5.57-7.80	Tim 33000H	L4IHV	440	660	a	TX	Opt	10x3x¼	T
90	.........70DR	3975	159	252	21000	7100	9.75/20D	10.50/20	Her WXC3	6-4¼x4½	383	4.7	262	106-2800	7-2⅝x13¼	Y	Fu 5A430	10	Tim 75733H	2F	H	6.85-9.41	Tim 33000H	L4IHV	513	768	a	CD	Opt	10x3x¼	T
91	..........80W	4625	139	252	23000	7994	9.75/20D	10.50/20	Wau SRKR	6-4⅝x5⅛	517	4.4	365	125-2300	7-3x14	Y	Fu 5A 20	5	Tim 65725H	WF	H	6.80-10.6	Tim 35000H	L4IHV	513	768	a	CD	Opt	10x3½x3/16	B
92	.........100W	6025	142	252	26500	9594	9.75/20D	11.25/20	Her RXLD	6-4¾x5¼	558	4.9	410	144-2200	7-3x14	Y	Fu 5A620	15	Tim 66725H	WF	H	6.02-9.20	Tim 27450H	L4IHV	529	867	a	TD	Opt	10x3½x3/16	B
93	Diamond T.....201	600	119	119	8000	2750	6.00/16S	7.50/16	HerCBQXD	6-3 7/16x4⅛	229	6.1	170	73-3000	7-2½x10 1/16	N	WG 140T	3	Cla R650	SF	H	4.5-5.1	Cla F250	L4IH	212	352	a	TX	52	6x2¼x3/16	T
94	306	720	127	150	11000	3400	6.00/17S	7.50/20	HerCBQXD	6-3 7/16x4⅛	229	6.1	170	73-3000	7-2½x10 1/16	N	WG T9	4	Cla R750§	SF	H	5.57-6.33	Cla F250	L4IH	232	391	a	TX	60	7½x3x¼	T
95	404	880	139	163	12200	4000	6.00/20D	7.50/20	HerCBJXE3	6-3½x4¼	245	5.7	174	77-2800	7-2½x10 11/16	N	Spl 2341	4	Cla R750§	SF	H	5.57-6.33	Cla F266	L4IH	253	431	a	TX	60	8 3/16x3 3/32x¼	T
96	.........404H	930	139	163	13500	4100	6.00/20D	7.50/20	HerCBJXE3	6-3½x4¼	245	5.7	174	77-2800	7-2½x10 11/16	N	Spl 2341	4	Cla R950§	SF	H	5.57-6.33	Cla F266	L4IH	280	471	a	TX	60	8 3/16x3 3/32x¼	T
97	406	1080	139	175	13500	4200	6.50/20D	7.50/20	Her CBJXB	6-3⅝x4¼	263	6.1	191	82-2800	7-2½x10 11/16	N	Spl 2341	4	Cla R950§	SF	H	5.57-6.33	Cla F266	L4IH	280	471	a	TX	60	8 3/16x3 3/32x¼	T
98	509	1320	151	175	14700	4650	7.00/20D	8.25/20	Her CBJXB	6-3⅝x4¼	263	6.1	191	82-2800	7-2½x10 11/16	Y	Spl 2341	4	Cla R950§	SF	H	5.57-6.33	Cla F450	L4IHV	310	510	a	TX	72	8 3/16x3 3/32x¼	T
99	.........509H	1385	151	175	16200	4850	7.00/20D	8.25/20	Her CBJXB	6-3⅝x4¼	263	6.1	191	82-2800	7-2½x10 11/16	Y	Spl 2341	4	Cla R1100§	SF	H	5.57-6.33	Cla F450	L4IHV	363	613	a	TX	72	8 3/16x3 3/32x¼	T
100	612	1600	151	175	16200	5000	7.50/20D	8.25/20	Her CBJXC	6-3¾x4¼	282	5.9	214	86-2800	7-2½x10 11/16	Y	Spl 2341	4	Cla R1100§	SF	H	5.57-6.33	Cla F450	L4IHV	363	613	a	TX	72	8 3/16x3 3/32x¼	T
101	.........612H	1767	151	175	18000	5200	7.50/20D	8.25/20	Her CBJXC	6-3¾x4¼	282	5.9	214	86-2800	7-2½x10 11/16	Y	Spl 2341	4	Cla R1300§	SF	H	6.42-7.16	Cla F450	L4IHV	403	689	a	TX	72	8 3/16x3 3/32x¼	T
♦102	614	1960	151	175	18000	5450	7.50/20D	9.00/20	Her CBJXD	6-4x4¼	320	5.9	228	96-2800	7-2½x10 11/16	Y	Cla 200V	5	Cla R1300§	SF	H	6.42-7.16	Cla F450	L4IHV	403	689	a	TD	72	8 3/16x3 3/32x¼	T
♦103	........614DR	2045	151	175	18000	5450	8.25/20D	8.25/20	Her CBJXD	6-4x4¼	320	5.9	228	96-2800	7-2½x10 11/16	Y	Cla 200V	5	Wis 76413	2F	H	7.31-8.17	Cla F450	L4IHV	403	689	a	TD	72	8 3/16x3 3/32x¼	T
♦104	.........614H	2010	151	175	18800	5600	9.00/20D	9.75/20	Her CBJXD	6-4x4¼	320	5.9	228	96-2800	7-2½x10 11/16	Y	Cla 200V	5	Tim 58300§	SF	H	6.83-7.80	Cla F450	L4IHV	491	797	a	TD	72	8 3/16x3 3/32x¼	T
♦105	.......614HDR	2130	151	175	18800	5700	9.00/20D	9.75/20	Her CBJXD	6-4x4¼	320	5.9	228	96-2800	7-2½x10 11/16	Y	Cla 200V	5	Wis 72300	2F	H	7.35-8.40	Cla F450	L4IHV	403	689	a	TD	72	8 3/16x3 3/32x¼	T
106	702	3000	154	208	22000	7000	8.25/20D	9.75/20	Her CBWXC3	6-4¼x4½	383	5.9	286	99-2600	7-2⅝x13¼	Y	Cla 270V	5	Tim 58300	SF	H	Opt.	Tim 33600	L4IHV	428	867	A	TX	84	10⅛x3½x3/16	T
107	805	3600	172	208	22500	7600	9.00/20D	9.75/22	Her CBWXLC3	6-4¼x4¾	404	5.9	300	114-2400	7-2⅝x13¼	Y	Cla 270V	5	Eat 18000H	SF	R	Opt.	Tim 35100H	L4IHV	554	867	A	TD	102	10⅛x3½x3/16	T
108	806	3750	172	208	26000	8200	9.00/20D	10.50/22	Her CBWXLC3	6-4¼x4¾	404	5.9	300	114-2400	7-2⅝x13¼	Y	Cla 270V	5	Wis 1337H	2F	R	Opt.	Tim 35100H	L4IHV	545	867	A	TD	102	10⅛x3½x3/16	T
109	.......(D) 513	2320	151	175	14700	5700	6.00/20D	8.25/20	Her DJXBL	6-3½x4½	260	14.	178	74-2600	7-3x10 7/32	Y	Spl 2341	4	Eat A7-1350	SFD	H	Dual Rge.	Cla F450	L4IHV	363	510	a	TX	72	8 3/16x3 3/32x¼	T
110	.......(D) 615	2850	151	175	18000	6400	7.00/20D	9.00/20	Her DJXC	6-3¾x4½	298	14.	200	82-2600	7-3x10 7/32	Y	Cla 200V	5	Eat 17075	SFD	H	Dual Rge.	Cla F450	L4IHV	403	689	a	TD	72	8 3/16x3 3/32x¼	T
111	.......(D) 807	5600	172	208	26000	9000	9.00/20D	10.50/22	Cum AA600	6-4x5	377	17.	270	100-2200	7-3⅞x10 1/16	Y	Cla 270V	5	Wis 1337TW	2F	R	Opt.	Tim 35100TW	Ws4IA	569	867	A	TD	102	10⅛x3½x3/16	T
112	.......(D) 808	5600	172	208	26000	9000	9.00/20D	10.50/22	Her DRXB	6-4⅜x5¼	474	14.	350	113-1800	7-3x13¼	Y	Cla 326	5	Wis 1337TW	2F	R	Opt.	Tim 35100TW	Ws4IA	569	867	A	TD	102	10⅛x3½x3/16	T
113	.......(D) 910	7600	172	208	36000	12500	9.00/20D	10.50/24	Cum HB600	6-4⅞x6	672	17.1	500	150-1800	7-4½x16¾	Y	Sp 7641,703	12	Wis 1910W	2F	..	Opt.	Tim 36020TW	Ws4IA	574	861	a	TD	90½	10⅛x3½x⅝	T
114	900	5400	172	208	30000	9500	9.00/20D	10.50/24	Her RXLC	6-4⅝x5¼	529	5.4	365	136-2100	7-3½x13¼	Y	Cla 326	5	Wis 1757W	2F	R	Opt.	Tim 36020TW	Ws4IA	574	867	A	TD	102	10⅛x3½x3/16	T
115	.....(c.f.) 306SC	820	106	150	12000	3500	6.00/17D	7.50/17	HerCBQXD	6-3 7/16x4⅛	229	6.1	170	73-3000	7-2½x10 1/16	N	WG T9	4	Cla R750§	SF	H	Opt.	Cla F352	L4IH	253	431	A	TX	60	7½x3x¼	T
116	.....(c.f.) 404SC	1000	106	163	13000	4150	6.00/20D	7.50/20	HerCBJXE3	6-3½x4¼	245	5.7	174	77-2800	7-2½x10 11/16	N	Spl 2341	4	Cla R750§	SF	H	Opt.	Cla F452	L4IH	280	471	A	TX	60	8 3/16x3 3/32x¼	T
117	...(c.f.) 404SCH	1050	106	163	14700	4250	6.00/20D	8.25/20	HerCBJXE3	6-3½x4¼	245	5.7	174	77-2800	7-2½x10 11/16	N	Spl 2341	4	Cla R950	SF	H	Opt.	Cla F452	L4IH	303	471	A	TX	60	8 3/16x3 3/32x¼	T
118	....(c.f.) 509SC	1400	106	163	14700	4650	7.00/20D	8.25/20	Her CBJXB	6-3⅝x4¼	263	6.1	191	82-2800	7-2½x10 11/16	Y	Spl 2341	4	Cla R950§	SF	H	5.57-6.38	Cla F452	L4IHV	306	471	A	TX	60	8 3/16x3x¼	T
♦119	....(c.f.) 612SC	1660	106	176	16200	5200	7.50/20D	9.00/20	Her CBJXC	6-3¾x4¼	282	5.9	214	86-2800	7-2½x10 11/16	Y	Spl 2341	4	Cla R1100	SF	H	5.57-6.33	Cla F452	L4IHV	306	613	a	TX	60	8 3/16x3½x¼	T
♦120	.........614SC	2000	106	163	18000	5650	7.50/20D	9.00/20	Her CBJXD	6-4x4¼	320	5.9	228	96-2800	7-2½x10 11/16	Y	Cla 200V	5	Cla R1300	SF	..	6.42-7.16	Cla F452	L4IHV	403	689	a	TX	60	8 3/16x3 3/32x¼	T
121	....(c.o.e.) 201C	680	119	119	8000	2800	6.00/20S	7.50/20	HerCBQXC3	6-3⅜x4⅛	221	5.8	158	71-3000	7-2½x10 1/16	N	WG T9	4	Cla R750	SF	H	5.57-6.33	Cla F266	L4IH	253	431	a	TX	....	6x2¼x3/16	T
122	....(c.o.e.) 404C	1240	96	192	13500	4650	6.00/20D	7.50/20	HerCBJXE3	6-3½x4¼	245	5.7	174	77-2800	7-2½x10 11/16	N	Spl 2341	4	Cla R750§	SF	H	5.57-6.33	Cla F322	L4IHV	280	471	a	TX	72	8 3/16x3x3/16	T
123	....(c.o.e.) 509C	1620	96	192	15500	5050	7.00/20D	8.25/20	Her CBJXB	6-3⅝x4¼	263	5.8	191	82-2800	7-2½x10 11/16	Y	Spl 2341	4	Cla R950§	SF	H	5.57-6.33	Cla F322	L4IHV	306	510	a	TX	72	8 3/16x3x3/16	T
124	....(c.o.e.) 612C	1860	96	192	17000	5400	7.50/20D	8.25/20	Her CBJXC	6-3¾x4¼	282	5.9	214	86-2800	7-2½x10 11/16	Y	Spl 2341	4	Cla R1100§	SF	H	5.57-6.33	Cla F322	L4IHV	360	613	a	TX	72	8 3/16x3x3/16	T
♦125	....(c.o.e.) 614C	2240	96	192	18000	6000	7.50/20D	9.00/20	Her CBJXD	6-4x4¼	320	5.9	228	96-2800	7-2½x10 11/16	Y	Cla 200V	5	Cla R1300§	SF	H	6.42-7.16	Cla F322	L4IHV	400	689	a	TD	72	8 3/16x3x3/16	T
♦126	..........702C	3200	96	192	22500	7300	8.25/20D	10.00/20	Her CBWXLC3	6-4¼x4¾	404	5.9	300	114-2400	7-2⅝x13¼	Y	Cla 270V	5	Tim T58301	SF	H	Opt.	Tim T33006	L4IHV	428	867	A	TX	72	10⅛x3½x3/16	T
127	....(c.o.e.) 805C	3600	96	192	22500	7500	9.00/20D	9.75/20	Her CBWXLC3	6-4¼x4¾	404	5.9	300	114-2400	7-2⅝x13¼	Y	Cla 270V	5	Eat 18000	SF	H	Dual Rge.	Tim 35100H	L4IHV	466	759	a	TD	72	8 3/16x3x3/16	T
128	....(c.o.e.) 806C	3750	96	192	26000	7800	9.00/20D	10.50/20	Her CBWXLC3	6-4¼x4¾	404	5.9	300	114-2400	7-2⅝x13¼	Y	Cla 270V	5	Wis 1337H	2F	H	6.85-7.37	Tim 36020H	L4IHV	545	867	a	TD	72	8 3/16x3x3/16	T
129	(D) (c.o.e.) 513C	2540	96	192	14700	6400	6.00/20D	8.25/20	Her DJXBL	6-3½x4½	260	14.	178	74-2600	7-3x10 7/32	Y	Spl 2341	4	Eat A7-1350	SFD	H	Dual Rge.	Cla F322	L4IHV	360	613	a	TX	72	8 3/16x3x3/16	T
130	(D) (c.o.e.) 615C	3100	96	192	18000	7100	7.00/20D	9.00/20	Her DJXC	6-3¾x4½	298	14.	200	82-2600	7-3x10 7/32	Y	Cla 200V	5	Eat 17075	SFD	H	Dual Rgc.	Tim 36020	L4IHV	460	759	a	TD	72	8 3/16x3x3/16	T
♦131	Pak-Age-Car 91	1225	90	90	6500	.....	6.00/16D	7.00/16	Lyc DC	4-3 1/16x3⅞	133	5.7	93	32-2400	3-1⅞x3⅝	Y	Col. Sp'l	3	Col. Sp'l.	....	..	**-5.30	Col. Sp'l.	B4IH	200	290	...	2I	.....	....	....
♦132	Pak-Age-Car 117	1325	116	116	6500	.....	6.00/16D	7.00/16	Lyc DC	4-3 1/16x3⅞	133	5.7	93	32-2400	3-1⅞x3⅝	Y	Col. Sp'l.	3	Col. Sp'l.	....	..	**-5.30	Col. Sp'l.	B4IH	200	290	...	2I	.....	....	....
133	Dodge........WC	x 500	116	....	4200	2295	6.00/16S	6.50/16S	Own	6-3⅛x4⅜	201	6.7	160	82-3000	4-2¼x5 11/32	N	NP	3	Own	Hy½	H	3.73-4.78	Own	O4IH	148	251	C	TX	40 11/16	6x2x⅛	C
♦134	.........WD-15	x 570	120	....	5000	2445	15/6S	15/6S	Own	6-3¼x4⅜	217	6.5	170	85-3000	4-2½x5 11/32	N	NP	3	Own	Hy½	H	3.73-4.78	Own	O4IH	154	264	C	TX	44 11/16	6 3/16x2 3/32x 5/32	C
135	.........WD-20	x 635	120	133	6400	2645	6.50/16‡S	6.00/20	Own	6-3¼x4⅜	217	6.5	170	85-3000	4-2½x5 11/32	N	NP	3	Own	HyF	H	3.90-4.89	Own	O4IH	190	293	CI	TX	44 11/16	6⅛x2 3/16x 3/16	C
136	.........WF-20	x 645	126½	160	7200	3385	6.00/20†S	6.50/20	Own	6-3⅜x4¼	228	6.5	176	92-3000	4-2½x5 11/32	N	NP	4	Own	HyF	H	5.11-6.83	Own	O4IH	252	406	CI	TX	51 3/16	7x2¾x.21	C
137	.........WF-30	x 645	126½	190	13500	3385	6.00/20†S	7.50/20	Own	6-3⅜x4¼	228	6.5	176	92-3000	4-2½x5 11/32	N	NP	4	Own	HyF	H	5.11-6.83	Own	O4IH	252	406	CI	TX	51 3/16	7x2¾x.21	C
138	........WFA-30	x 750	126½	190	14000	3510	6.00/20†S	8.25/20	Own	6-3⅜x4¼	228	6.5	176	92-3000	4-2½x5 11/32	N	NP	4	Eat	SFd	H	Dual Ra.	Own	O4IH	252	406	CI	TX	51 3/16	7x2¾x.21	C
139	(c.o.e.) WFM-35	x 750	105	159	13500	3535	6.00/20†S	7.50/20	Own	6-3⅜x4¼	228	6.5	176	92-3000	4-2½x5 11/32	N	NP	4	Own	HyF	H	5.11-6.83	Own	O4IH	252	406	CI	TX	60	7x2¾x.21	C
140	(c.o.e.) WFMA-35	x 855	105	159	14000	3660	6.00/20†S	8.25/20	Own	6-3⅜x4¼	228	6.5	176	92-3000	4-2½x5 11/32	N	NP	4	Eat	SFd	H	Dual Ra.	Own	O4IH	252	406	CI	TX	60	7x2¾x.21	C
141	.........WG-40	x 955	136	220	15000	3980	6.00/20D	8.25/20	Own	6-3⅜x4½	241	6.5	188	99-3000	4-2½x5 11/32	Y	Cla	5	Own	HyF	H	5.11-7.16	Own	O4IHV	308	502	CI	TX	60 11/16	8 3/32x2 11/16x 7/32	C
142	........WGA-40	x1075	136	220	16000	4080	6.00/20D	9.00/20	Own	6-3⅜x4½	241	6.5	188	99-3000	4-2½x5 11/32	Y	Cla	5	Eat	SFd	H	Dual Ra.	Own	O4IHV	308	502	CI	TX	60 11/16	8 3/32x2 11/16x 7/32	C
143	(c.o.e.) WGM-40	x1110	105	159	15000	4330	6.00/20D	8.25/20	Own	6-3⅜x4½	241	6.5	188	99-3000	4-2½x5 11/32	Y	Cla	5	Own	HyF	H	5.11-7.16	Own	O4IHV	308	502	CI	TX	60	8 3/32x2 11/16x 7/32	C
144	(c.o.e.) WGMA-40	x1230	105	159	16000	4430	6.00/20D	9.00/20	Own	6-3⅜x4½	241	6.5	188	99-3000	4-2½x5 11/32	Y	Cla	5	Eat	SFd	H	Dual Ra.	Own	O4IHV	308	502	CI	TX	60	8 3/32x2 11/16x 7/32	C
145	.........WH-45	x 955	136	220	15000	4020	6.50/20D	8.25/20	Own	6-3⅜x4½	241	6.5	188	99-3000	4-2½x5 11/32	Y	Cla	5	Own	HyF	H	5.11-7.16	Own	O4IHV	308	502	CI	TX	60 11/16	8 3/32x2 11/16x 7/32	C
146	........WHA-45	x1075	136	220	16000	4120	6.50/20D	9.00/20	Own	6-3⅜x4½	241	6.5	188	99-3000	4-2½x5 11/32	Y	Cla	5	Eat	SFd	H	Dual Ra.	Own	O4IHV	308	502	CI	TX	60 11/16	8 3/32x2 11/16x 7/32	C
147	(c.o.e.) WHM-45	x1110	105	159	15000	4370	6.50/20D	8.25/20	Own	6-3⅜x4½	241	6.5	188	99-3000	4-2½x5 11/32	Y	Cla	5	Own	HyF	H	5.11-7.16	Own	O4IHV	308	502	CI	TX	60	8 3/32x2 11/16x 7/32	C
148	(c.o.e.) WHMA-45	x1230	105	159	16000	4470	6.50/20D	9.00/20	Own	6-3⅜x4½	241	6.5	188	99-3000	4-2½x5 11/32	Y	Cla	5	Eat	SFd	H	Dual Ra.	Own	O4IHV	308	502	CI	TX	60	8 3/32x2 11/16x 7/32	C
149	.........WL-50	x1970	152	205	20000	5650	7.00/20D	10.00/20	Own	6-3¾x5	331	5.85	240	106-2800	7-3x12 11/32	Y	Cla	5	Tim	SF	H	6.16-7.40	Tim	O4IHV	407	685	CI	TX	66 5/32	8 3/32x2⅞x 3/16	C
150	........WLA-50	x2140	152	205	20000	5875	7.00/20D	10.00/20	Own	6-3¾x5	331	5.85	240	106-2800	7-3x12 11/32	Y	Cla	5	Eat	SFd	H	Dual Ra.	Tim	O4IHV	407	685	CI	TX	66 5/32	8 3/32x2⅞x 3/16	C
151	(D)....WLD-50	x3170	152	205	20000	6075	7.00/20D	10.00/20	Own	6-3¾x5	331	14.8	240	100-2600	7-3x12 11/32	Y	Cla	5	Tim	SF	H	6.16-7.40	Tim	O4IHV	407	685	CI	TX	66 5/32	8 3/32x2⅞x 3/16	C
152	(D)...WLDA-50	x3340	152	205	20000	6300	7.00/20D	10.00/20	Own	6-3¾x5	331	14.8	240	100-2600	7-3x12 11/32	Y	Cla	5	Eat	SFd	H	Dual Ra.	Tim	O4IHV	407	685	CI	TX	66 5/32	8 3/32x2⅞x 3/16	C
153	.........WK-60	x1970	152	205	20000	5775	8.25/20D	10.00/20	Own	6-3¾x5	331	5.85	240	106-2800	7-3x12 11/32	Y	Cla	5	Tim	SF	H	6.16-7.40	Tim	O4IHV	407	685	CI	TX	66 5/32	8 3/32x2⅞x 3/16	C
154	........WKA-60	x2140	152	205	20000	6000	8.25/20D	10.00/20	Own	6-3¾x5	331	5.85	240	106-2800	7-3x12 11/32	Y	Cla	5	Eat	SFd	H	Dual Ra.	Tim	O4IHV	407	685	CI	TX	66 5/32	8 3/32x2⅞x 3/16	C
155	(D)....WKD-60	x3170	152	205	20000	6200	8.25/20D	10.00/20	Own	6-3¾x5	331	14.8	240	100-2600	7-3x12 11/32	Y	Cla	5	Tim	SF	H	6.16-7.40	Tim	O4IHV	407	685	CI	TX	66 5/32	8 3/32x2⅞x 3/16	C
♦156	(D)..WKDA-60	x3340	152	205	20000	6425	8.25/20D	10.00/20	Own	6-3¾x5	331	14.8	240	100-2600	7-3x12 11/32	Y	Cla	5	Eat	SFd	H	Dual Ra.	Tim	O4IHV	407	685	CI	TX	66 5/32	8 3/32x2⅞x 3/16	C
157	Duplex.........T	1975	136	190	18000	6000	8.25/20D	9.00/20	Her JXD	6-4x4¼	320	5.8	225	95-2800	7-2½x10 11/16	Y	Spi 2553	5	Tim 56411	SF	H	6.16-7.40	Tim 32502	L4IHV	420	654	A	TX	59	9x3½x3/16	C
158	...........SC	3710	166	190	22000	7600	9.00/20D	9.75/20	Bud K369	6-4 1/16x4¾	369	5.3	235	99-2600	7-3x11½	Y	Spi 3353	5	Wis 72300H	2F	R	6.36-8.40	Shu 5572	L4IHV	420	654	A	CD	73¼	9x3½x3/16	C
159	..........SAC	4995	166	210	26000	8360	9.75/20D	10.50/20	Bud K428	6-4⅜x4¾	428	5.3	280	107-2600	7-3x11½	Y	Spi 3353	5	Tim 75743H	2F	R	7.37-9.41	Shu 5572	L4IHV	504	767	A	CD	79¼	9x3½x3/16	C
160	........SAC-H	4995	166	210	26000	8630	9.75/20D	10.50/20	Her YXC2	6-4½x4¾	453	5.4	325	110-2200	7-3x14	Y	Spi 3353	5	Tim 75743H	2F	R	7.37-9.41	Shu 5572	L4IHV	504	767	A	CD	79¼	9x3½x3/16	C
161	............K	5980	166	210	32000	9750	10.50/20D	11.25/20	Bud L-525	6-4½x5½	525	5.3	340	112-2200	7-3x11½	Y	Spi 5351	5	Tim 76793H	2F	R	6.86-9.20	Shu 639	L4IHV	554	844	A	CD	79	10⅛x3½x3/16	C
162	..........K-H	5980	166	210	32000	10200	10.50/20D	11.25/20	Her RXC	6-4⅝x5¼	529	5.4	385	132-2300	7-3x14¼	Y	Spi 5351	5	Tim 76793H	2F	R	6.86-9.20	Shu 639	L4IHV	554	844	A	CD	79	10⅛x3½x3/16	C
163	L	7550	172	210	40000	11000	11.25/24D	12.00/24	Bud LO-525	6-4½x5½	525	5.5	385	135-2200	7-3x11½	Y	Spi 7341	12	Tim 79733W	2F	R	7.97-12.14	Shu 639	WS4IA	724	984	A	CD	86¾	10⅛x3½x3/16	C
164	Federal (●)......8	595	111	128	7000	2500	6.00/16S	6.50/16	Her QXB3F	6-3¼x4⅛	205	5.9	144	66-3500	7-2½x10 1/16	N	WG-T9	4	Tim 51521H	SF	H	4.11-4.86	Tim 29500H	L4IH	210	308	a	TX	43⅛	6x2¼x3/16	T
♦165	)6)..........16	695	135	250	13000	3960	6.00/20S	7.50/20	Her JXFF	6-3 11/16x4¼	232	6.1	164	75-3000	7-2½x10 11/16	N	WG T9	4	Tim 53547H	SF	H	5.14-6.66	Tim 30000H	L4IH	299	478	a	TX	56¾	8 3/16x2⅞x¼	T
166	17	795	135	250	14000	4250	6.00/20†S	8.25/20	Her JXGF	6-3½x4¼	245	5.7	174	79-3000	7-2½x10 11/16	Y	WG T9	4	Tim 53308H	SF	H	5.14-6.66	Tim 30000H	L4IH	299	478	a	TX	56¾	8 3/16x2⅞x¼	T
167	(6)..........18	945	135	250	15000	4350	6.00/20D	8.25/20	Her JXBF	6-3⅝x4¼	263	6.1	187	82-3000	7-2½x10 11/16	Y	WG T9	4	Tim 53308H	SF	H	5.14-6.66	Tim 30003H	L4IHV	302	528	a	TX	56¾	8 3/16x2⅞x¼	T
168	(6)..........20	1150	135	250	17500	4850	6.50/20D	9.00/20	Her JXBF	6-3⅝x4¼	263	6.1	187	82-3000	7-2½x10 11/16	Y	WG T9	4	Tim 54411H	SF	H	5.83-6.80	Tim 31000H	L4IHV	330	578	a	TX	56¾	8 3/16x2⅞x¼	T
♦169	(6)..........25	1450	135	250	19000	5550	7.00/20D	9.00/20	Her JXCF	6-3¾x4¼	282	5.9	208	85-2900	7-2½x10 11/16	Y	Cla 185F	4	Tim 55411H	SF	H	5.71-7.40	Tim 31000H	L4IHV	330	578	a	TX	56¾	8 3/16x2⅞x¼	T
♦170	(6)..........29	1850	135	250	20000	5660	7.50/20D	10.00/20	Her JXDF	6-4x4¼	320	5.9	244	95-2800	7-2½x10 11/16	Y	Cla 205V	5	Tim 56411H	SF	H	6.16-7.40	Tim 32514H	L4IHV	415	735	a	TX	56¾	8 3/16x2⅞x¼	T
♦171	(6)..........35	2395	140	255	22500	6700	8.25/20D	10.00/20	Her WXC3	6-4¼x4½	383	5.9	285	107-2800	7-2⅝x13¼	Y	Cla 205V	5	Tim 56411H	SF	H	6.16-7.40	Tim 32515H	L4IHV	415	735	a	TX	57	10⅛x3½x3/16	T

† Rear 6.50/20-32 x 6. ‡ Rear 7.00/16-6 ply. § Diamond T—Two-speed axles optional at extra cost. x Delivered at factory price, includes all Federal taxes but does not include any State and/or local taxes. ● Federal—Chassis weight shown is for average chassis without cab and complete with average size tires, tools, spare rim, fuel, oil and water. ♦ Denotes new models or change in specifications.

Line Number	MAKE AND MODEL	Chassis List Price	WHEEL-BASE Minimum Standard	WHEEL-BASE Maximum Standard	Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	TIRE SIZES D-dual rear S-single rear: Standard Front and Rear	TIRE SIZES: Maximum Authorized Tire Size (Duals unless noted)	ENGINE DETAILS: Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Main Bearings: Number, Diameter and Length	Governor Standard	TRANSMISSION: Make and Model	TRANSMISSION: Forward Sp'ds	REAR AXLE: Make and Model	REAR AXLE: Gear and Type	REAR AXLE: Drive & Torque	REAR AXLE: Gear Ratio, Range in High	FRONT AXLE: Make and Model	BRAKES SERVICE: Make, Location, Type Operat'n	BRAKES SERVICE: Lining Area	BRAKES SERVICE: Drum Area	BRAKES SERVICE: Drum Material	BRAKES: Hand Location Type	CA Dimension (Min. Std. W. B.)	FRAME: Side Rail Dimensions	FRAME: Type
	Federal (•) Cont.																														
♦ 1	(6).....45	2950	140	255	24000	7300	9.00/20D	11.00/24	Her WXLC3	6-4¼x4¾	404	6.3	307	125-2800	7-2⅝x13¼	Y	Cla 270V	5	Tim 58301H	SF	H	5.57-7.80	Tim 33006H	L4IHV	504	844	a	TX	57	10½x3½x⅞	T
♦ 2	(6).....55	3525	140	255	28000	8000	9.00/20D	11.00/24	Her WXLC3	6-4¼x4¾	404	6.3	307	125-2800	7-2⅝x13¼	Y	Cla 270V	5	Tim 75743H	2F	R	6.85-9.41	Tim 35011H	L4IHV	504	844	a	PD	57	10½x3½x⅞	T
♦ 3	(7a).....62	5675	141	211	35000	10400	10.50/20D	12.00/24	Con 22RF	6-4½x5½	501	5.2	400	150-2300	7-2¾x14½	Y	Cla 326VO	5	Tim 76746W	2F	R	7.34-9.20	Tim36000TW	Ws41A	620	921	a	TD	57	10⅛x3½x⅜	TF
4	(6).....(c.o.e.) 76	795	104	215	13000	4000	6.00/20S	7.50/20	Her JXFF	6-3⅜x4¼	232	6.1	164	75-3000	7-2½x10⅜	N	WG T9	4	Tim 53547H	SF	H	5.14-6.66	Tim 31100H	L4IH	299	478	a	TX	60	8⅛x2⅝x¾	T
♦ 5	(6).....(c.o.e.) 77	895	104	215	14000	4280	6.00/20†8	8.25/20	Her JXGF	6-3½x4¼	245	5.7	174	79-3000	7-2½x10⅜	Y	WG T9	4	Tim 53308H	SF	H	5.14-6.66	Tim 31100H	L4IH	299	478	a	TX	60	8⅛x2⅝x¾	T
6	(6).....(c.o.e.) 80	1260	104	215	17500	4900	6.50/20D	9.00/20	Her JXBF	6-3⅝x4¼	263	6.1	187	82-3000	7-2½x10⅜	Y	Cla 185F	4	Tim 54411H	SF	H	5.83-6.80	Tim 31102H	L4IHV	330	578	a	TX	60	8⅛x2⅝x¾	T
7	(6).....(c.o.e.) 85	1565	104	215	19000	5600	7.00/20D	9.00/20	Her JXCF	6-3¾x4¼	282	6.1	208	85-2900	7-2½x10⅜	Y	Cla 185F	4	Tim 55411H	SF	H	5.71-7.40	Tim 32515H	L4IHV	374	654	a	TX	60	8⅛x2⅝x¾	T
♦ 8	(6).....(c.o.e.) 89	1945	104	215	20000	5720	7.50/20D	10.00/20	Her JXDF	6-4x4¼	320	5.9	244	95-2800	7-2½x10⅜	Y	Cla 205V	5	Tim 56411H	SF	H	6.16-7.40	Tim 35011H	L4IHV	415	735	a	TX	72	10½x3½x⅞	T
♦ 9	(6).....(c.o.e.) 90	2560	116	173	22500	6600	8.25/20D	10.00/20	Her WXC3	6-4¼x4½	383	5.9	285	107-2800	7-2⅝x13¼	Y	Cla 205V	5	Tim 56411H	SF	H	6.16-7.40	Tim 35011H	L4IHV	415	735	a	TX	72	10½x3½x⅞	T
♦ 10	(6).....(c.o.e.) 92	3095	116	173	24000	7200	9.00/20D	11.00/24	Her WXLC3	6-4¼x4¾	404	6.3	307	125-2800	7-2⅝x13¼	Y	Cla 270V	5	Tim 58301H	SF	H	5.57-7.80	Tim 33006H	L4IHV	504	844	a	TX	72	10½x3½x⅞	T
♦ 11	(6).....(c.o.e.) 94	3645	116	173	28000	7900	9.00/20D	11.00/24	Her WXLC3	6-4¼x4¾	404	6.3	307	125-2800	7-2½x13¼	Y	Cla 270V	5	Tim 75743H	2F	R	6.85-9.41	Tim 35011H	L4IHV	504	844	a	PD	72	10½x3½x⅞	T
12	Ford Reg...11T-81 xx	605	134	134	.....	z3138	6.00/20†8	7.50/18-10	Own	8-3⅛x3¾	221	...	150	85-3800	3-2.5x4.71	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	60.06	7x2.75x.21	CTf
13	....Reg...19T-81 xx	630	134	134	.....	z3138	6.00/20†8	7.50/18-10	Own	8-3⅛x3¾	221	...	150	85-3800	3-2.5x4.71	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	60.06	7x2.75x.21	CTf
14	....Reg..118T-81 xx	630	158	158	.....	z3197	6.00/20†8	7.50/18-10	Own	8-3⅛x3¾	239	...	176	95-3600	3-2.5x4.71	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	84.06	7x2.75x.21	CTf
15	....Reg..198T-81 xx	655	158	158	.....	z3197	6.00/20†8	7.50/18-10	Own	8-3⅛x3¾	239	...	176	95-3600	3-2.5x4.71	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	84.06	7x2.75x.21	CTf
16	.(c.o.e.) 111W-81 **	840	101	101	.....	*3547	6.00/20†8	7.50/18-10	Own	8-3⅛x3¾	221	...	150	85-3800	3-2.5x4.71	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	59.60	7x2.75x.21	CTf
17	.(c.o.e.) 191W-81 **	865	101	101	.....	*3547	6.00/20†8	7.50/18-10	Own	8-3⅛x3¾	239	...	176	95-3600	3-2.5x4.71	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	59.60	7x2.75x.21	CTf
18	.(c.o.e.) 11W-81 **	860	134	134	.....	*3624	6.00/20†8	7.50/18-10	Own	8-3⅛x3¾	221	...	150	85-3800	3-2.5x4.71	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	92.93	7x2.75x.21	CTf
19	.(c.o.e.) 19W-81 **	885	134	134	.....	*3624	6.00/20†8	7.50/18-10	Own	8-3⅛x3¾	239	...	176	95-3600	3-2.5x4.71	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	92.93	7x2.75x.21	CTf
20	.(c.o.e.) 118W-81 **	885	158	158	.....	*3701	6.00/20†8	7.50/18-10	Own	8-3⅛x3¾	221	...	150	85-3800	3-2.5x4.71	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	117.0	7x2.75x.21	CTf
21	.(c.o.e.) 198W-81 **	910	158	158	.....	*3701	6.00/20†8	7.50/18-10	Own	8-3⅛x3¾	239	...	176	95-3600	3-2.5x4.71	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	117.0	7x2.75x.21	CTf
22	1 Tonner 11Y-83 xx	590	122	122	.....	z2635	6.00/17‡8	7.50/17	Own	8-3⅛x3¾	221	...	150	85-3800	3-2.5x4.71	N	Own 11Y	3	Own	FS	H	4.86–	Own	O4IH	187	308	A	TX	48.21	6x2.25x.19	CTf
23	1 Tonner 1NY-83 xx	584	122	122	.....	z2429	6.00/17‡8	7.50/17	Own	4-3x3⅜	120	...	85	30-2800	3-2.25x4.86	N	Own ONY	4	Own	FS	H	–6.67	Own	O4IH	187	308	A	TX	48.21	6x2.25x.19	CTf
24	½ Tonner 11D-83 xx	555	122	122	.....	z2375	6.50/16‡8	7.00/16	Own	8-3⅛x3¾	221	...	150	85-3800	3-2.5x4.71	N	Own 11Y	3	Own	FS	H	4.86–	Own	O4IH	162	264	A	TX	48.21	6x2.25x.19	CTf
25	½ Tonner 1ND-83 xx	549	122	122	.....	z2205	6.50/16‡8	7.00/16	Own	4-3x3⅜	120	...	85	30-2800	3-2.25x4.86	N	Own ONY	4	Own	FS	H	–6.67	Own	O4IH	162	264	A	TX	48.21	6x2.25x.19	CTf
26	Com. Car 11C-83 xx	490	112	112	.....	z2075	6.00/16‡8	6.50/16	Own	8-3⅛x3¾	221	...	150	85-3800	3-2.5x4.71	N	Own O1C	3	Own	S¾	U	3.78-4.11	Own	O4IH	162	264	A	TX	48.21	6x2.25x.19	CTf
27	Com. Car 1NC-83 xx	470	112	112	.....	z1905	6.00/16‡8	6.50/16	Own	4-3x3¾	120	...	85	30-2800	3-2.25x4.86	N	Own INC	3	Own	S¾	U	4.55–	Own	O4IH	162	264	A	TX	38.16	5.5x2x.11	TIX
♦ 28	Gramm 11A	730	131	155	6500	•2850	7.00/16S	7.50/16S	Her QXB3G	6-3¼x4½	205	5.8	144	66-3500	7-2½x10⅛	N	WG T83	3	Spi 51-1	SF	H	**-5.10	Spi 50-1	L4IH	218	328	a	TX	60½	7x2¾x⅛	T
♦ 29	(9).....21A	785	131	155	10000	3000	6.00/20S	32x6–8p	Her QXB3G	6-3¼x4½	205	5.8	144	66-3500	7-2½x10⅛	N	WG T9	4	Cla R650	SF	H	4.62-6.17	Cla F182	L4IH	212	352	a	TX	60½	7x2¾x⅛	T
♦ 30	(9).....31A	870	131	227	12000	3300	6.00/20S	32x6–8p	Her QXC3G	6-3⅝x4½	221	5.9	154	67-3000	7-2½x10⅛	N	WG T9	4	Cla R650	SF	H	5.10-6.83	Cla F266	L4IH	233	392	a	TX	60½	7⅛x2¾x¾	T
♦ 31	(9).....41A	930	131	227	14000	3750	6.00/20S	8.25/20	Her QXC3G	6-3⅝x4½	221	5.9	154	67-3000	7-2½x10⅛	N	WG T9	4	Tim 53300	SF	H	4.57-6.20	Tim 30000H	L4IH	252	402	a	TX	60½	7⅛x2¾x¾	T
♦ 32	(9).....46A	1150	131	227	14000	3900	6.00/20S	8.25/20	Her JXBG	6-3⅝x4¼	263	6.1	187	82-3000	7-2½x10⅜	N	WG T9A	4	Tim 53300	SF	H	4.57-6.20	Tim 30000H	L4IH	252	402	a	TX	60½	7⅛x2¾x¾	T
♦ 33	(9).....56A	1360	131	227	15000	4700	6.50/20D	8.25/20	Her JXBG	6-3⅝x4¼	263	6.1	187	82-3000	7-2½x10⅜	N	WG T9A	4	Tim 54411	SF	H	4.12-6.80	Tim 31000H	L4IHV	334	578	a	TX	60½	10x2¾x⅞	P
♦ 34	(9).....71A	1675	131	227	17000	5200	7.00/20D	9.00/20	Her JXCG	6-3¾x4¼	282	5.9	208	85-2900	7-2½x10⅜	N	Cla 200V	5	Tim 55411	SF	H	5.71-7.40	Tim 31000H	L4IHV	331	578	a	TX	60½	10x2¾x⅞	P
♦ 35	(9).....76A	1990	131	227	19000	5400	7.00/20D	9.75/20	Her JXDG	6-4x4¼	320	5.9	244	95-2800	7-2½x10⅜	N	Cla 200V	5	Tim 56411	SF	H	4.44-7.40	Tim 32500H	L4IHV	334	578	a	TX	60½	10x2¾x⅞	P
♦ 36	(9).....86A	2305	131	227	21500	5700	7.50/20D	10.50/20	Her JXDG	6-4x4¼	320	5.9	244	95-2800	7-2½x10⅜	N	Cla 200V	5	Tim 58300	SF	H	5.25-7.80	Tim 33000H	L4IHV	380	660	a	TX	60½	10x2¾x⅞	P
♦ 37	(9).....96A	3565	131	227	28000	8000	9.00/20D	10.50/20	Her WXLC3	6-4¼x4¾	404	5.9	294	118-2800	7-2⅝x10⅜	Y	Cla 270V	5	Wis 1337H	2F	H	5.63-8.59	Tim 35000H	L4IHV	474	768	a	TX	60½	12x2¾x⅞	P
♦ 38	(D) (9)....D46A	2545	131	227	14000	4100	6.00/20S	8.25/20	Her DJXB	6-3½x4½	260	14.	178	77-2600	7-3x10⅓	Y	Cla 185F	4	Tim 53300	SF	H	4.57-5.66	Tim 30000H	L4IH	252	402	a	TX	60½	7⅛x2¾x¼	T
♦ 39	(D) (9)....D56A	2750	131	227	15000	4900	6.50/20D	8.25/20	Her DJXB	6-3½x4½	260	14.	178	77-2600	7-3x10⅓	Y	Cla 185F	4	Tim 54411	SF	H	4.12-6.80	Tim 31000H	L4IHV	334	578	a	TX	60½	10x2¾x⅞	P
♦ 40	(D) (9)....D71A	3020	131	227	17000	5400	7.00/20D	9.00/20	Her DJXC	6-3¾x4½	298	14.	194	84-2600	7-3x10⅓	Y	Cla 200V	5	Tim 55411	SF	H	5.72-6.29	Tim 31000H	L4IHV	334	578	a	TX	60½	10x2¾x⅞	P
♦ 41	(D) (9)....D76A	3410	131	227	19000	5700	7.00/20D	9.75/20	Bud 6DT31	6-3¾x5½	317	14.	224	90-2300	7-3x9⅞	Y	Cla 200V	5	Tim 56411	SF	H	4.44-7.40	Tim 32500H	L4IHV	334	578	a	TX	60½	10x2¾x⅞	P
♦ 42	(D) (9)....D86A	4445	131	227	21500	6000	7.50/20D	10.50/20	Bud 6DT38	6-3⅞x5½	389	14.	284	96-2100	7-3x12½	Y	Cla 270V	5	Tim 58300	SF	H	5.25-7.80	Tim 33000H	L4IHV	380	660	a	TX	60½	12x2¾x⅞	P
♦ 43	(D) (9)....D96A	5330	131	227	28000	8100	9.00/20D	10.50/20	Bud 6DT38	6-3⅞x5½	389	14.	284	96-2100	7-3x12½	Y	Cla 270V	5	Wis 1337H	2F	H	5.63-8.59	Tim 35000H	L4IHV	474	768	a	TD	60½	12x2¾x⅞	P
♦ 44	.....GF	5775	150	225	24000	9050	9.75/20D	10.50/20	Her HXC	6-5¼x6	779	4.5	505	143-1600	7-3½x17	N	BL 744	4	4.29*7.2	Tim			33000	L4IHV	474	768	a	TD	67	12x2½x¾	TP
45	Hug.....87W	3550	134	134	26000	8190	9.00/20D	9.75/20	Wau 6MZR	6-4¼x4¾	404	5.3	286	95-2200	7-2⅝x12½	Y	Fu 5A43	5	Wis 1337BM	2F	T	**-8.59	Shu 625	W2MV	331	531	a	TD	84	8x4⅛x##	I
46	.....92U	5250	134	134	33500	9500	11.25/20D	12.00/24	Wau6SRKR	6-4⅝x5½	517	4.5	365	125-2200	7-3x13⅜	Y	Fu 5A62	5	Wis 1910	2F	T	8.88-10.0	Shu 655	W2MV	360	540	a	TD	84	8x4⅛x##	I
47	.....(D) 92U	6500	134	134	33900	9915	11.25/20D	12.00/24	Cum HB4	4-4⅞x6	448	17	370	100-1800	5-4½x11½	Y	Fu 5A62	5	Wis 1910	2F	T	8.88-10.0	Shu 655	W2MV	360	540	a	TD	84	8x4⅛x##	I
48	.....•..92H	6150	134	134	36606	11152	11.25/20D	11.25/24	Wau6SRKR	6-4⅝x5½	517	4.5	365	125-2200	7-3x13⅜	Y	Fu 5A62	5	Tim 79740	2F	T	10.12-1	Shu 655	2IMV	328	A	a	P	85	8x4.07x.34	I
49	98	7450	144	144	48500	11920	12.00/24D	12.00/24	Wau 6GAL	6-5x5½	648	4.6	468	132-1800	7-4x18⅝	Y	Fu 8A86	8	Tim 79740	2F	T	7.9-10.12	Shu 1673	W41A	727	1138	a	TD	86½	9x4⅛x##	I
50	.....(D) D98	8425	144	144	48500	11920	12.00/24D	12.00/24	Cum HB6	6-4⅞x6	672	17	500	150-1800	7-4½x16½	Y	Fu 8A86	8	Tim 79740	2F	T	7.9-10.12	Shu 1673	W41A	727	1138	a	TD	86½	9x4⅛x##	I
51	International (11)																														
52	.....D-2	475	113	113	4400	2240	6.00/16S	7.00/15S	Own HD213	6-3⅞x4½	213	6.3	155	78-3400	4-2⅝x6⅛	N	Own HDS	3	Own R1000	S½	H	3.72-4.18	Own F12	B4IH	191	264	c	2I	39	6x2¼x½	T
53	.....D-2-M	1115	102	113	4600	1995	6.00/16S	7.00/15S	Ow HD213B	6-3⅞x4½	213	6.3	155	78-3400	4-2⅝x6⅛	N	Ow S-HDS	3	Own R1001	S½	H	4.18**	Own F102	B4IH	191	264	c	PX		6½x2¼x##	T
54	.....D-3	515	125	125	5200	2290	6.00/16S	7.00/15S	Own HD213	6-3⅞x4½	213	6.3	155	78-3400	4-2⅝x6⅛	N	Own HDS	3	Own R1000	S½	H	3.72-4.18	Own F12	B4IH	191	264	c	2I	51	6x2¼x½	T
55	.....D-5	490	113	125	4400	2120	6.00/16S	7.00/15S	Wau FC132	4-3¼x4	132	6.0	89	33-2800	3-2½x4½	N	Own HDS	3	Own R1000	S½	H	4.18-5.11	Own F12	B4IH	191	264	c	2I	39	6-2¼x½	T
56	.....D-15-H	605	113	130	6650	2720	7.00/16S	6.00/20	Ow HD213A	6-3⅞x4½	213	6.3	155	78-3400	4-2⅝x6⅛	N	Own SH41A	4	Own R1101	SF	H	4.875-6.5	Own F100	B4IH	216	308	c	2I	39	6½x2¾x##	T
57	.....D-15-M	1255	102	113	7000	2275	7.00/16S	7.00/20S	Ow HD213B	6-3⅞x4½	213	6.3	155	78-3400	4-2⅝x6⅛	N	Own SH41A	4	Own R1101	SF	H	4.875-6.5	Own F200	B4IH	216	308	c	PX		6½x2¾x##	T
58	.....D-30	650	128	173	13200	3410	30x5‡8	8.25/20	Own HD232	6-3⅞x4½	232	6.0	170	81-3200	4-2⅝x6⅛	N	Own H41A	4	Own R1310	SF	H	5.29-6.66	Own F302	B4IH	293	412	c	PX	57	8x2½x⅞	T
59	.....DS-30	765	128	173	13300	3510	30x5‡8	8.25/20	Own HD232	6-3⅞x4½	232	6.0	170	81-3200	4-2⅝x6⅛	N	Own H41A	4	Own R2320	d SF	H	5.14-8.81	Own F302	B4IH	293	412	c	PX	57	8x2½x⅞	T
60	.....D-35	970	137	179	14600	4035	6.50/20D	8.25/20	Ow FAB241	6-3⅝x4½	241	5.8	175	84-3200	4-2⅜x5⅝	N	Own H41A	4	Own R1300	SF	H	5.63-7.16	Own F301	B4IHV	293	412	c	PX	60	8⅛x3⅜x⅞	T
61	.....DS-35	1085	137	179	14600	4035	6.50/20D	8.25/20	Ow FAB241	6-3⅝x4½	241	5.8	175	84-3200	4-2⅜x5⅝	N	Own H41A	4	Own R2300	d SF	H	5.14-8.81	Own F301	B4IHV	293	412	c	PX	60	8⅛x3⅜x⅞	T
62	.....D-40	1365	134	176	16200	4705	7.00/20D	9.00/20	Ow FAB259	6-3½x4½	259	5.7	192	89-3200	4-2⅜x5⅝	N	Own F51	5	Own R1400	SF	H	5.63-7.16	Own F400	B4IHV	341	478	c	PX	60	8⅛x3⅜x⅞	T
63	.....DS-40	1550	134	176	16325	4830	7.00/20D	9.00/20	Ow FAB259	6-3½x4½	259	5.7	192	89-3200	4-2⅜x5⅝	N	Own F51C	5	Own R2410	d SF	H	5.63-8.52	Own F400	B4IHV	341	478	c	PX	60	8⅛x3⅜x⅞	T
64	.....D-50	1975	137	179	18800	6115	7.50/20D	9.75/20	Ow FBB318	6-3⅞x4½	318	5.4	241	100-2800	7-2⅝x11⅜	Y	Own F51	5	Own R1500	SF	H	5.62-7.16*	Own F500	B4IHV	368	532	c	PX	60	8⅛x3½x⅞	T
65	.....DS-50	2185	137	179	18800	6115	7.50/20D	9.75/20	Ow FBB318	6-3⅞x4½	318	5.4	241	100-2800	7-2⅝x11⅜	Y	Own F52C	5	Own R2500	d SF	H	5.62-8.74	Own F500	B4IHV	368	532	c	PX	60	8⅛x3½x⅞	T
66	.....DR-50	2140	137	179	18935	6250	7.50/20D	9.75/20	Ow FBB318	6-3⅞x4½	318	5.3	241	100-2800	–2⅝x11⅜	Y	Own F51	5	Own R1550	2 SF	H	7.10-8.50	Own F500	B4IHV	368	532	c	PX	60	8⅛x3½x⅞	T
67	.....▲(D)DD-50	3325	137	179	18935	7105	7.50/20D	9.75/20	Cum HB400	4-4⅞x6	448	17.	330	100-1800	5-4½x11½	Y	Own F52	5	Own R1500	SF	H	5.62-7.16*	Own F500	B4IHV	268	532	c	PX	60	8⅛x3½x⅞	T
68	.....D-60	2795	149	197	22500	7090	9.00/20D	10.50/20	Ow FBB361	6-4½x4½	361	5.2	268	111-2700	7-2⅝x11⅜	Y	Own F52	5	Own R1600	SF	H	5.62-6.43*	Own F600	B4IHV	469	679	c	PX	72	9½x3½x⅞	T
69	.....DR-60	2945	149	197	22500	7090	9.00/20D	10.50/20	Ow FBB361	6-4½x4½	361	5.2	268	111-2700	7-2⅝x11⅜	Y	Own F52	5	Own R1661	2 SF	H	7.10-9.03	Own F600	B4IHV	469	679	c	PX	72	9½x3½x⅞	T
70	.....▲(D)DD-60	4095	149	197	22500	7945	9.00/20D	10.50/20	Cum HB400	4-4⅞x6	448	17.	330	100-1800	5-4½x11½	Y	Own F52	5	Own R1600	SF	H	5.62-6.43*	Own F600	B4IHV	469	679	c	PX	72	9½x3½x⅞	T
71	.....DR-70	4195	149	197	26900	8000	36x8D	11.25/20	Ow FBB401	6-4½x5	401	5.2	308	114-2600	7-2⅝x11⅜	Y	Own F52	5	Own R1700	2 SF	H	5.4-9.03*	Own F700	T4IA	618	923	G	PX	72	10x3½x⅞	T
72	....(D) DRD-70	5810	149	197	26900	9595	36x8D	11.25/20	Cum HB600	6-4⅞x6	672	17.	500	150-1800	7-4½x16½	Y	Own F54	5	Own R1700	2 SF	H	5.4-9.03*	Own F700	T4IA	618	923	G	PX	72	10x3½x⅞	T
73	.....A-8	6200	160	225	38000	11835	9.75/20D	12.00/24	Own FEB	6-5x5½	648	4.4	460	140-2100	7-3¼x17¾	Y	Own H7	5	Own 1305	2 SF	H	4.95-9.44	Own FW910	T4IA	618	923	G	PD	72	12½x3½x3½	T
74	.....(D) AD-8	7185	160	225	38000	12285	9.75/20D	12.00/24	Cum HB600	6-4⅞x6	672	17.	500	150-1800	7-4½x16½	Y	Own H7	5	Own 1585	2 SF	H	4.95-9.44	Own FW910	T4IA	618	923	G	PD	72	12½x3½x3½	T
75	..(e.u.s.) D-300	715	87	117	13200	3585	30x5‡8D	8.25/20	Ow HD232A	6-3⅞x4½	233	6.0	170	81-3200	4-2⅝x6⅛	N	Own H4A	4	Own R1310	SF	H	5.29-6.66	Own F450	B4IH	293	412	c	PX	71	6½x2⅝x¼	T
76	..(e.u.s.) DS-300	830	87	117	13300	3685	30x5‡8D	8.25/20	Ow HD232A	6-3⅞x4½	233	6.0	170	81-3200	4-2⅝x6⅛	N	Own H4A	4	Own R2320	d SF	H	5.14-8.81	Own F450	B4IH	293	412	c	PX	71	6½x2⅝x¼	T
77	..(e.u.s.) D-400	1340	87	117	16200	4885	7.00/20D	9.00/20	OwFAB259A	6-3½x4½	260	5.7	192	89-3200	4-2⅜x5⅝	N	Ow FF51A	5	Own RX1400	SF	H	5.63-7.16	Own F502	B4IHV	378	514	c	PX	72	8¼x3x##	T
78	..(e.u.s.) DS-400	1525	87	117	16325	5010	7.00/20D	9.00/20	OwFAB259A	6-3½x4½	260	5.7	192	89-3200	4-2⅜x5⅝	N	Ow FF51C	5	Own RX2410	d SF	H	5.63-8.52	Own F502	B4IHV	378	514	c	PX	72	8¼x3x##	T
79	..(e.u.s.) D-500	2210	94	142	18800	6685	7.50/20D	9.75/20	OwFBB318A	6-3⅞x4½	318	5.4	241	100-2800	7-2⅝x11⅜	N	Own FF51	5	Own R1500	SF	H	5.62-7.16	Own F610	B4IHV	395	572	c	PX	72	9½x3½x⅞	T

† Rear 6.50/20. ° Rear 7.00/16. ‡ Rear 7.00/17. ‡ Rear 32x6 single. * Ford—Weight includes chassis and cab. ** Ford—Suggested retail price, distribution and delivery charges and all taxes extra. ♦ Denotes new models or change in specifications. (•) Federal—Chassis weight shown is for average chassis without cab and complete with average size tires, tools, spare rim, fuel, oil and water. ▲ International—6-cyl. Diesel engine Model AA-600 also available in these chassis. z Ford shipping weight chassis & cowl. xx Ford—Price of chassis & cowl.

Ford—Weight includes chassis and cab. ** Ford—Suggested retail price, distribution and delivery charges and all taxes extra. ♦ Denotes new models or change in specifications. (●) Federal—Chassis weight shown is for average chassis without cab and complete with average size tires, tools, spare rim, fuel, oil and water. ▲ International—6-cyl. Diesel engine Model AA-600 also available in these chassis.
z Ford shipping weight chassis & cowl. xx Ford—Price of chassis & cowl.

80	..(e.u.s.) DS-500	2420	94	142	18800	6685	7.50/20D	9.75/20	OwFBB318A	6-3⅞x4½	318	5.4	241	100-2800	7-2 11/16x11 11/16	Y	Ow FF52C	5	Own R2500	d SF	H	5.62-8.74	Own F610	B4IHV	395	572	c	PX	72	9 11/16x3½x7/32	T
81	..(e.u.s.) DR-500	2375	94	142	18935	6820	7.50/20D	9.75/20	OwFBB318A	6-3⅞x4½	318	5.4	241	100-2800	7-2 11/16x11 11/16	Y	Own FF51	5	Own R1550	2 SF	H	7.10-8.50	Own F610	B4IHV	395	572	c	PX	72	9 11/16x3½x7/32	T
82	..(e.u.s.) DR-700	4250	94	142	26900	8415	36x8D	11.25/20	OwFBB401A	6-4⅛x5	401	5.2	308	114-2600	7-2 11/16x11 11/16	Y	Own FF52	5	Own R1700	2 SF	H	5.4-9.03*	Own F900	T4IA	618	923	G	PX	72	9⅞x3½x¼	T
♦83	Kenworth. (D) 505	5505	168	204	24000	7350	9.00/20D	10.00/20	Cum HB4	4-4⅞x6	448	17.	335	100-1800	5-4½x11½	Y	Fu 5A620	5	Tim 58300	SF	H	5.25-7.80	Tim 32502	L4IHV	384	659	a	TD	84	7½x3¼x½	C
♦84	........(D) 506	5789	168	204	24800	7700	9.00/20D	11.00/20	Cum HB4	4-4⅞x6	448	17.	335	100-1800	5-4½x11½	Y	Fu 5A620	5	Tim 75738	2F	H	6.85-8.64	Tim 32502	L4IHV	478	768	a	TD	84	7½x3¼x½	C
♦85	........(D) 507	6200	168	204	32000	8600	10.00/20D	11.00/22	Cum HB4	4-4⅞x6	448	17.	335	100-1800	5-4½x11½	Y	Fu 5A620	5	Tim 76800	2F	H	6.02-9.20	Tim 35100	L4IHV	510	867	a	TD	84	7½x3¼x½	C
♦86	........(D) 511	7661	187	205	28000	10700	9.00/22D	10.00/22	Cum HB6	6-4⅞x6	672	17.	500	150-1800	7-4½x16½	Y	BL 7641	4	Tim T18000	CF	R	6.04-10.5	Tim 36000	Ws4IA	614	922	a	TD	102	9⅛x3¼x5/16	C
♦87	........(D) 519	6994	190	225	26300	10200	9.00/20D	11.00/20	Cum HB6	6-4⅞x6	672	17.	500	150-1800	7-4½x16½	Y	BL 7641	4	Tim 75738	2F	H	6.85-9.41	Tim 35100	Ws4IA	704	1050	a	TD	103	9⅛x3¼x5/16	C
♦88	........(D) 521	7219	190	225	35000	10000	9.00/20D	11.00/20	Cum HB6	6-4⅞x6	672	17.	500	150-1800	7-4½x16½	Y	BL 7641	4	Tim 76800	2F	H	6.02-9.20	Tim 36000	Ws4IA	704	1050	a	TD	103	9⅛x3¼x5/16	C
♦89	525	4729	168	204	26300	8400	9.00/20D	11.00/24	Bud LO525	6-4½x5½	525	5.5	385	135-2200	7-3x11½	Y	Fu 5A-620	5	Tim 75738	2F	H	6.85-9.41	Tim 35100	L4IHV	510	867	a	TD	84	7½x3¼x½	C
♦90	526	5060	168	204	32000	8700	10.00/20D	11.00/22	Bud LO525	6-4½x5½	525	5.5	385	135-2200	7-3x11½	Y	Fu 5A-620	5	Tim 76800	2F	H	6.02-9.20	Tim 35100	L4IHV	510	867	a	TD	84	7½x3¼x½	C
♦91	536	2361	159	195	18000	5350	7.50/20D	9.00/20	Her JXCM	6-3¾x4¼	282	5.7	198	83-2600	7-2½x10 11/16	Y	Fu 5B330	5	Tim 54411	SF	H	5.84-6.80	Tim 32502	L4IHV	338	578	a	TX	84	7½x3¼x½	C
92	537	2568	159	195	21000	5550	7.50/20D	10.00/20	Her JXCM	6-3¾x4¼	282	5.7	198	83-2600	7-2½x10 11/16	Y	Fu 5B330	5	Tim 56411	SF	H	6.17-7.40	Tim 32502	L4IHV	384	659	a	TX	84	7½x3¼x½	C
♦93	538	2739	159	195	24000	6050	8.25/20D	10.00/20	Her JXCM	6-3¾x4¼	282	5.7	198	83-2600	7-2½x10 11/16	Y	Fu 5B330	5	Tim 58300	SF	H	5.25-7.80	Tim 32502	L4IHV	384	659	a	TX	84	7½x3¼x½	C
♦94	.......(D) 543	5103	168	204	21000	7350	7.50/20D	10.00/20	Cum AA6	6-4x5	377	17.	270	100-2200	7-3⅞x	Y	Fu 5A430	5	Tim 56411	SF	H	6.17-7.40	Tim 32502	L4IHV	384	659	a	TX	84	7½x3¼x½	C
♦95	.......(D) 544	5273	168	204	24000	7700	8.25/20D	10.00/20	Cum AA6	6-4x5	377	17.	270	100-2200	7-3⅞x	Y	Fu 5A430	5	Tim 58300	SF	H	5.25-7.80	Tim 32502	L4IHV	384	659	a	TX	84	7½x3¼x½	C
♦96	.......(D) 545	5684	168	204	24800	8200	9.00/20D	11.00/20	Cum AA6	6-4x5	377	17.	270	100-2200	7-3⅞x	Y	Fu 5A430	5	Tim 75738	2F	H	6.85-9.41	Tim 32502	L4IHV	478	768	a	TX	84	7½x3¼x½	C
♦	553	3594	168	204	24000	7400	8.25/20D	10.00/20	HerWXLC3	6-4¼x4¾	404	5.5	294	118-2800	7-2⅝x10 21/32	Y	Fu 5A430	5	Tim 58300	SF	H	5.25-7.80	Tim 32502	L4IHV	384	659	a	TX	84	7½x3¼x½	C
♦97	554	3980	168	204	24800	7700	9.00/20D	11.00/20	HerWXLC3	6-4¼x4¾	404	5.5	294	118-2800	7-2⅝x10 21/32	Y	Fu 5A430	5	Tim 75738	2F	H	6.83-9.41	Tim 32502	L4IHV	478	768	a	TX	84	7½x3¼x½	C
♦98	555	4455	168	204	32000	8150	10.00/20D	11.00/24	HerWXLC3	6-4¼x4¾	404	5.5	294	118-2800	7-2⅝x10 21/32	Y	Fu 5A430	5	Tim 76800	2F	H	6.02-9.20	Tim 35100	L4IHV	510	867	a	TX	84	7½x3¼x½	C
99	La France- EH5B	3035	175	215	18000	7150	8.25/20D	9.00/20	Wau 6BZ	6-4x4¼	320	5.7	210	86-3000	7-2⅝x10 3/16	Y	Fu 5A33	5	Tim 56411H	SF	R	5.71-7.40	Tim 35000H	L4IHV	384	784	a	TX	96	9x3¼x¼	L
100	Republic..EH5D	3100	175	215	18000	7225	8.25/20D	9.00/20	Wau 6BZ	6-4x4¼	320	5.7	210	86-3000	7-2⅝x10 3/16	Y	Fu 5A33	5	Tim 76411H	2F	R	7.35-8.21	Tim 35000H	L4IHV	384	784	a	TX	96	9x3¼x¼	L
101	.........EH6B	3075	175	215	20000	7250	8.25/20D	9.75/20	Wau 6BZ	6-4x4¼	320	5.7	210	86-3000	7-2⅝x10 3/16	Y	Fu 5A33	5	Tim 58300H	SF	R	5.57-7.80	Tim 35000H	L4IHV	384	794	a	TX	96	9x3¼x¼	L
102	.........EH6D	3175	175	215	20000	7325	8.25/20D	9.75/20	Wau 6BZ	6-4x4¼	320	5.7	210	86-3000	7-2⅝x10 3/16	Y	Fu 5A33	5	Wis 72300H	2F	R	5.77-8.40	Tim 35000H	L4IHV	384	794	a	TX	96	9x3¼x¼	L
103	.........FH5B	3385	175	215	22000	7600	9.00/20D	9.75/20	Wau 6MZR	6-4¼x4¾	404	5.3	286	97-2400	7-2⅝x12½	Y	Fu 5A430	5	Tim 58300H	SF	R	5.57-7.80	Tim 35000H	L4IHV	384	794	a	TX	96	9x3¼x¼	L
104	.........FH5D	3485	175	215	22000	7675	9.00/20D	9.75/20	Wau 6MZR	6-4¼x4¾	404	5.3	286	97-2400	7-2⅝x12½	Y	Fu 5A430	5	Wis 72300H	2F	R	5.77-8.40	Tim 35000H	L4IHV	384	794	a	TX	96	9x3¼x¼	L
105	..........HH7	3880	175	215	26000	8475	9.75/20D	10.50/22	Wau 6MZR	6-4¼x4¾	404	5.3	286	97-2400	7-2⅝x12½	Y	Fu 5A430	5	Wis 1337H	2F	R	6.85-9.41	Tim 35000H	L4IHV	463	885	a	TX	96	9x3¼x¼	L
106	..........KH2	4980	175	215	27500	8900	9.75/20D	10.50/24	Wau6SRKR	6-4⅝x5⅛	517	5.5	368	125-2300	7-3x13¼	Y	Fu 5A620	5	Wis 1337H	2F	R	6.85-9.41	Tim 35100H	L4IHV	495	983	a	TX	96	9x3¼x¼	L
107	..........MH5	5715	175	215	32000	9750	9.75/20D	10.50/24	Wau 6SRLR	6-4⅜x5⅛	462	5.5	328	111-2400	7-3x13¼	Y	Fu 5A620	5	Wis 1757H	2F	R	6.86-9.20	Tim 26452H	L4IHV	495	971	a	TX	96	9¼x3⅝x⅜	L
♦108	Reo...........19	891	120	235	13000	3760	6.00/20†	7.50/20	Own GC-228	6-3⅜x4¼	228	6.2	177	83-3200	7-2⅝x10.6	N	Cla 185F	4	Tim 53308	SF	H	5.14-6.7	Tim 30000	L4IH	327	478	c	TX	60	8⅞x2 11/16x3/16	T
♦109	...........19R	941	120	235	14000	3860	6.00/20†	8.25/20	Own GC228	6-3⅜x4¼	228	6.2	177	83-3200	7-2⅝x10.6	N	Cla 185F	4	Tim 54412	SF	H	4.85-6.8	Tim 30000	L4IH	327	478	c	TX	60	8⅞x2 11/16x3/16	T
♦110	20	1142	120	235	15000	4320	6.00/20D	8.25/20	Own GC-245	6-3½x4¼	245	6.2	191	89-3100	7-2⅝x10.6	N	Cla 185F	4	Tim 54412	SF	H	4.85-6.8	Tim 30000	L4IH	327	478	c	TX	60	9x3x¼	T
♦111	21	1443	120	235	17000	4820	7.00/20D	8.25/20	Own GC-245	6-3½x4¼	245	6.2	191	89-3100	7-2⅝x10.6	N	Cla 185F	4	Tim 55411	SF	H	5.71-7.4	Tim 31107	L4IHV	354	578	c	TX	60	9x3x¼	T
♦112	...........21R	1550	120	235	18000	4970	7.00/20D	9.00/20	Own GC245	6-3½x4¼	245	6.2	191	89-3100	7-2⅝x10.6	N	Cla 185F	4	Tim 56411	SF	H	6.16-7.4	Tim 31107	L4IHV	375	626	c	TX	60	9x3x¼	T
♦113	22	1871	120	235	19500	5825	7.50/20D	9.00/20	Own GC-288	6-3½x5	288	6.0	215	88-2800	7-2⅝x10.6	N	Cla 231F	4	Tim 56411	SF	H	6.16-7.4	Tim 31107	L4IHV	402	663	c	TX	60	9⅛x3 3/16x3/16	T
♦114	...........22R	1989	120	235	20500	6025	7.50/20D	9.75/20	Own GC288	6-3½x5	288	6.0	215	88-2800	7-2⅝x10.6	N	Cla 231F	4	Tim 58300	SF	H	5.25-7.8	Tim 31107	L4IHV	402	663	c	TX	60	9⅛x3 3/16x3/16	T
♦115	23	2467	120	235	22000	6525	8.25/20D	9.75/20	Own GC-310	6-3⅝x5	310	5.8	234	93-2700	7-2⅝x10.6	N	Cla 205VO	5	Tim 72300	2F	H	7.35-8.4	Tim 32502	L4IHV	406	666	c	TX	60	9⅛x3 3/16x3/16	T
♦116	...........23R	2673	120	235	23500	6815	8.25/20D	9.75/20	Own GC310	6-3⅝x5	310	5.8	234	93-2700	7-2⅝x10.6	N	Cla 205VO	5	Wis 1337	2F	H	8.59	Tim 32502	L4IHV	500	772	c	TX	60	9⅛x3 3/16x3/16	T
♦117	25	3686	120	235	26400	7150	9.00/20D	11.00/20	Wau 6MZR	6-4¼x4¾	404	5.6	288	106-2600	7-2⅝x12.5	N	Cla 270VO	5	Tim 1337	2F	H	8.59-1.0	Tim 35000	L4IHV	476	....	c	TX	60	9⅛x3 3/16x3/16	T
♦118	........OSL41	2729	145	235	20000	6250	9.00/20D	9.75/20	Own GC310	6-3⅝x5	310	5.8	234	93-2700	7-2⅝x10.6	N	Cla 231F	4	Tim 72300	2F	H	7.35-8.4	Tim 31107	L4IHV	402	663	c	TX	85	9x3x¼	P
♦119	........NWL41	3398	145	235	24000	8126	9.75/20D	9.75/20	Own GC310	6-3⅝x5	310	5.8	234	93-2700	7-2⅝x10.6	N	Cla 231F	4	Wis 1337	2F	H	8.59	Tim 32502	L4IHV	500	772	c	TX	85	9⅛x3 3/16x3/16	P
120	Sterling (15) MB75	2520	178	218	18000	6300	7.50/20D	9.00/20	Wau 6BZ	6-4x4¼	320	5.7	210	86-3000	7-2⅝x10 3/16	Y	Fu 5A33	5	Tim 56411H	SF	H	5.72-7.40	Tim 32502H	L4IHV	384	854	a	TX	96	9x3¼x¼	S
121	.....(15) MB85	2680	178	218	20000	6575	8.25/20D	9.75/20	Wau 6BZ	6-4x4¼	320	5.7	210	86-3000	7-2⅝x10 3/16	Y	Fu 5A33	5	Tim 58300H	SF	H	5.57-7.80	Tim 32502H	L4IHV	384	840	a	TX	96	9x3¼x¼	S
122	..........MC87	3260	178	218	22000	7200	8.25/20D	9.75/20	Wau 6BZ	6-4x4¼	320	5.7	210	86-3000	7-2⅝x10 3/16	Y	Fu 5A33	5	Own TU96H	CD	R	7.74-9.56	Tim 32502H	L4IHV	384	831	a	TX	96	9x3¼x¼	S
123	...(15-16) MB90	2910	178	218	22000	6950	8.25/20D	9.75/20	Wau 6MKR	6-4⅛x4¾	381	5.3	270	90-2400	7-2⅝x12½	Y	Fu 5A430	5	Tim 58300H	SF	H	5.57-7.80	Tim 33000H	L4IHV	384	797	a	TX	96	9x3¼x¼	S
124	.....(16) MC96	3600	178	218	24000	7825	9.00/20D	9.75/22	Wau 6MKR	6-4⅛x4¾	381	5.3	270	90-2400	7-2⅝x12½	Y	Fu 5A430	5	Own TU96H	CD	R	7.74-9.56	Tim 33000H	L4IHV	384	831	a	TX	96	9x3¼x¼	S
125	.....(16) MD96	3250	178	218	24000	7450	9.00/20D	9.75/22	Wau 6MKR	6-4⅛x4¾	381	5.3	270	90-2400	7-2⅝x12½	Y	Fu 5A430	5	Tim 75743H	2F	H	6.85-9.41	Tim 33000H	L4IHV	478	947	a	TX	96	9x3¼x¼	S
126	......(16) JB90	3385	175	215	22000	7600	9.00/20D	9.75/20	Wau 6MZR	6-4¼x4¾	404	5.3	286	97-2400	7-2⅝x12½	Y	Fu 5A430	5	Tim 58300H	SF	R	5.57-7.80	Tim 35000H	L4IHV	384	794	a	TX	96	9x3¼x¼	S
127	..(15-16) HD105	3770	175	215	26000	8600	9.75/20D	10.50/22	Wau 6MZR	6-4¼x4¾	404	5.3	286	97-2400	7-2⅝x12½	Y	Fu 5A430	5	Tim 75743H	2F	R	6.85-9.41	Tim 35000H	L4IHV	478	892	a	TX	96	9x3¼x¼	A
128	....(16) HD110	4895	175	215	27500	9000	9.75/20D	10.50/24	Wau 6SRLR	6-4⅜x5⅛	462	5.5	328	111-2400	7-3x13¼	Y	BL 5341	4	Tim 75743H	2F	R	6.85-9.41	Tim 35100H	L4IHV	510	990	a	TX	96	9x3¼x¼	A
129	....(16) HD115	5085	175	215	30000	9175	9.75/20D	10.50/24	Wau 6SRLR	6-4⅜x5⅛	462	5.5	328	111-2400	7-3x13¼	Y	BL 5341	4	Tim 76793H	2F	R	6.86-9.20	Tim 35100H	L4IHV	510	1030	a	TX	96	9x3¼x¼	A
130	.....(16) JD135	5900	175	215	34000	10025	9.75/20D	10.50/24	Wau6SRKR	6-4⅝x5⅛	517	5.5	369	125-2300	7-3x13¼	Y	Fu 5A62	5	Tim 76793W	2F	R	6.86-9.20	Ti 26452TW	Ws4IA	614	1058	a	TX	96	9x3¼x¼	A
131	.....(16) JD137	5990	175	215	34000	9975	9.75/20D	10.50/24	Wau6SRKR	6-4⅝x5⅛	517	5.5	369	125-2300	7-3x13¼	Y	Fu 5A62	5	Wis 1757W	2F	R	6.86-9.20	Ti 26452TW	Ws4IA	574	1003	a	TX	96	9x3¼x¼	A
♦132	....(16) HD145	6565	175	215	36000	10750	10.50/20D	11.25/24	Wau6SRKR	6-4⅝x5⅛	517	5.5	369	125-2300	7-3x13¼	Y	Fu 5A62	5	Wis 1910W	2F	R	7.16-10.00	Ti 26452TW	Ws4IA	574	1003	a	TX	96	9¼x3⅝x⅜	A
♦133	....(16) HD165	6945	175	215	40000	11800	10.50/24D	12.00/24 ¶	Wau6SRKR	6-4⅝x5⅛	517	5.5	369	125-2300	7-3x13¼	Y	Fu 5A62	5	Tim 79733W	2F	R	7.97-12.14	Ti 27452TW	Ws4IA	738	1191	a	TX	96	9¼x3⅝x⅜	A
♦134	....(16) HD175	7650	175	215	45000	12475	12.00/24●D	13.50/24 ¶	Wau6SRKR	6-4⅝x5⅛	517	5.5	369	125-2300	7-3x13¼	Y	Fu 5A62	5	Tim 79742W	2F	R	7.97-12.14	Ti 27452TW	Ws4IA	738	1190	a	TX	96	9¼x3⅝x⅜	A
135	.....(16) HC105	4085	175	215	26000	8825	9.75/20D	10.50/22	Wau 6MZR	6-4¼x4¾	404	5.3	286	97-2400	7-2⅝x12½	Y	Fu 5A430	5	Ow TU137H	CD	R	7.35-10.75	Tim 35000H	L4IHV	500	1020	a	TX	96	9x3¼x¼	A
136	.....(16) HC115	5185	175	215	30000	9375	9.75/20D	10.50/24	Wau 6SRLR	6-4⅜x5⅛	462	5.5	328	111-2400	7-3x13¼	Y	BL 5341	4	Ow TU137M	CD	R	7.40-10.82	Tim 35100H	LO4IDV	598	1118	a	TX	96	9x3¼x¼	A
137	.....(16) JC115	5385	175	215	30000	9500	9.75/20D	10.50/24	Wau6SRKR	6-4⅝x5⅛	517	5.5	369	125-2300	7-3x13¼	Y	Fu 5A62	5	Ow TU137W	CD	R	6.11-10.82	Tim 35000N	Ws2rIA	434	738	a	TX	96	9x3¼x¼	A
138	.....(16) JC137	5715	175	215	34000	9750	9.75/20D	10.50/24	Wau6SRKR	6-4⅝x5⅛	517	5.5	369	125-2300	7-3x13¼	Y	Fu 5A62	5	Ow TU137W	CD	R	6.11-10.82	Tim 26452N	Ws2rIA	434	738	a	TX	96	9x3¼x¼	A
139	.....(16) HC144	5530	175	215	35000	10175	9.75/22D	11.25/24	Wau6SRKR	6-4⅝x5⅛	517	5.5	369	125-2300	7-3x13¼	Y	Fu 5A62	5	Own SS144M	CD	R	7.40-10.8	Tim 36000H	LO4IDV	658	1144	a	TX	96	9¼x3⅝x⅛	A
♦140	.....(16) JC145	5860	175	215	36000	10125	9.75/22D	11.25/24	Wau6SRKR	6-4⅝x5⅛	517	5.5	369	125-2300	7-3x13¼	Y	Fu 5A62	5	Own IB145W	CD	R	6.11-10.82	Tim 26452N	Ws2rIA	434	738	a	JX	96	9x3¼x¼	A
141	.....(16) HC145	5565	175	215	36000	10375	9.75/22D	11.25/24	Wau6SRKR	6-4⅝x5⅛	517	5.5	369	125-2300	7-3x13¼	Y	Fu 5A62	5	Own IB145M	CD	R	7.40-10.82	Tim 26452H	LO4IDV	658	1144	a	JX	96	9¼x3⅝x⅜	A
♦142	.....(16) HC147	5910	175	215	36000	10600	9.75/22D	11.25/24	Wau6SRKR	6-4⅝x5⅛	517	5.5	369	125-2300	7-3x13¼	Y	Fu 5A62	5	Ow NR147M	CD	R	7.40-10.82	Tim 26452H	LO4IDV	658	1144	a	TX	96	9¼x3⅝x⅜	A
♦143	.....(16) HC156	6130	175	215	40000	11050	10.50/24D	12.00/24 ¶	Wau6SRKR	6-4⅝x5⅛	517	5.5	369	125-2300	7-3x13¼	Y	Fu 5A62	5	Ow SR156M	CD	R	7.40-10.82	Tim 27452H	LO4IDV	658	1162	a	JX	96	9¼x3⅝x⅜	A
♦144	.....(16) HC165	6480	175	215	40000	11275	10.50/24D	12.00/24 ¶	Wau6SRKR	6-4⅝x5⅛	517	5.5	369	125-2300	7-3x13¼	Y	Fu 5A62	5	Ow NR165M	CD	R	7.40-10.82	Tim 27452H	LO4IDV	638	1162	a	TX	96	9¼x3⅝x⅜	A
♦145	.....(16) HC175	7360	175	215	45000	12600	11.25/24●D	12.75/24	Wau6SRKR	6-4⅝x5⅛	517	5.5	369	125-2300	7-3x13¼	Y	Fu 5A62	5	Ow NS175W	CD	R	7.31-10.68	Ti 27452TW	Ws4IA	708	1176	a	TX	96	9¼x3⅝x⅜	A
♦146	.....(16) HC185	8810	185	225	48000	13675	12.00/24●D	13.50/24 ¶	Wau 6RBR	6-5x5¾	677	5.3	492	152-2200	4-3½x11	Y	Fu 4B86	4	Ow NS185W	CD	R	7.31-10.68	Ti 27452TW	Ws4IA	708	1162	as	TX	97	9¼x3⅝x⅜	A
♦147	.....(16) HC200	10000	185	225	50000	15100	12.75/24●D	13.50/24 ¶	Wau 6RBR	6-5x5¾	677	5.3	492	152-2200	4-3½x11	Y	Fu 4B86	12	Own SS200W	CD	R	7.31-10.68	Ti 27452TW	Ws4IA	708	1162	as	JX	97	9¼x3⅝x⅜	Y
148	.....(16) HC250	11320	177	177	60000	16775	13.50/25¶D	13.50/24 ¶	Wau 6RBR	6-5x5¾	677	5.3	492	152-2200	4-3½x11	Y	Fu 4B86	12	Ow WS250W	CD	R	7.31-10.68	Ti 27451TW	Ws4IA	708	1162	as	JX	96	12x3½x⅜	Y
149	Stewart.......49A	1845	144	224	19500	5950	7.00/20D	9.00/20	Wau 6BZ	6-4x4¼	318	5.7	210	86-3000	7-2⅝x10 3/16	Y	Fu 5B330	5	Tim 56400	FS	R	6.83-7.80	Cla 450	L4IHV	408	742	E	T	64	10x2¾x7/32	T
150	...........58A	2690	140	228	22000	7100	7.50/20D	10.00/20	Wau 6MZR	6-4¼x4¾	404	5.3	300	105-2500	7-2⅝x12½	Y	Fu 5B430	5	Eat 1801	FS	R	7.16	Tim 35000	L4IHV	478	848	E	T	64 11/16	10x2¾x7/32	T
♦151	...........59A	3090	140	228	25000	7490	8.25/20D	11.00/20	Wau 6MZR	6-4¼x4¾	404	5.3	300	105-2500	7-2⅝x12½	Y	Fu 5B430	5	Eat 2680	F2	R	8.50	Tim 35100	L4IHV	510	990	E	T	64 11/16	10x2¾x7/32	T
152	...........38A	4190	140	228	27000	8250	9.00/20D	11.00/20	Wau6SRKR	6-4⅝x5⅛	517	5.5	369	110-2400	7-3x13¼	Y	Spl 5351	5	Tim 75743	F2	R	7.37-8.64	Eat 570	L4IHV	510	990	E	T	64	10x2¾x7/32	T
153	Ward La Fr...125	3654	187	200	21000	8000	9.00/20D	9.75/20	Wau MZR	6-4¼x4¾	404	5.7	305	112-2600	7-2⅝x12½	Y	Fu 5A430	5	Tim 58300H	SF	R	5.25-7.8	Tim 33000H	L4IHV	359	694	a	TD	108½	12x3¼	P
154	131	4460	204	215	26000	8500	9.75/20D	10.50/20	Wau MZR	6-4¼x4¾	404	5.7	305	112-2600	7-2⅝x12½	Y	Fu 5A430	5	Wis 1337H	2F	R	5.60-9.4	Tim 35000H	L4IHV	489	772	a	CD	125	12x3¼	T
155	136	4961	204	215	26000	8700	9.75/20D	10.50/20	Wau SRLR	6-4⅜x5⅛	462	5.0	332	112-2400	7-3x13½	Y	Fu 5A620	5	Wis 1337H	2F	R	5.60-9.4	Tim 35000H	L4IHV	489	772	a	CD	125	12x3¼	T
156	156	6250	156	218	36000	10000	10.50/20D	11.25/24	Wau SRLR	6-4⅜x5⅛	462	5.0	332	112-2400	7-3x13⅞	Y	Fu 5A430	5	Wis 1757W	2F	R	6.00-9.2	Tim 26452TW	Ws4IA	598	867	a	CD	77½	12x3¼	T
157	..........156S	6450	156	218	40000	10500	10.50/20D	12.00/24	Wau SRKR	6-4⅝x5⅛	517	5.0	365	126-2400	7-3x13⅞	Y	Fu 5A620	5	Wis 1910W	2F	R	7.10-10.	Tim 26452TW	Ws4IA	598	867	a	CD	77½	12x3¼	T
158	......(D) 176D	8259	156	230	36000	10900	10.50/20D	11.25/24	Cum HB600	6-4⅞x6	672	17	500	150-1800	7-4½x16½	Y	Fu 4A86	8	Wis 1757W	2F	R	6.00-9.2	Tim 26452TW	Ws4IA	548	867	a	CD	77½	12x3¼	T
159	......(D) 201D	8591	156	218	40000	11500	10.50/20D	11.25/24	Cum HB600	6-4⅞x6	672	17	500	150-1800	7-4½x16½	Y	Fu 4A86	4	Wis 1910W	2F	R	7.1-10.00	Tim 26452TW	Ws4IA	548	867	a	CD	77½	12x3¼	T
160	.......(c.o.e.) H	4250	132	Opt	23000	8800	9.00/20D	10.50/24	Wau MZR	6-4¼x4¾	404	5.7	305	112-2600	7-2⅝x12½	Y	Fu 5A430	5	Tim 58300H	SF	R	5.25-7.8	Shu 672B1	L4IHV	408	758	a	CD	106	12x3¼	T
161	.......(c.o.e.) K	5643	146	Opt	28000	9500	9.75/20D	10.50/24	Wau SRLR	6-4⅜x5⅛	462	5.0	332	112-2400	7-3x13½	Y	Fu 5A620	5	Wis 1337 H	2F	R	5.6-9.4	Shu 672B1	L4IHV	487	867	a	CD	122	12x3¼	T
162	.......(c.o.e.) L	6651	146	Opt	36000	10000	10.50/20D	11.25/24	Wau SRKR	6-4⅝x5⅛	517	5.0	365	126-2400	7-3x13⅞	Y	Fu 5A620	5	Wis 1757W	2F	R	6.00-9.2	Shu 673B12	Ws4IA	548	867	a	CD	122	12x3¼	T
163	Warford. (C) DC-2	2875	163	200	26500	6200	32x6D	8.25/20	Ford V-8	8-3 1/16x3¾	221	6.1	150	85-3800	3-2.5x4.7	N	Ford Own	8	Ford	SF	A	6.67	Ford	6IHV	501	712	A	FX	89	7½x3x½	C
♦164	......(C) WC-2	2875	163	205	26500	6100	32x6D	8.25/20	Chev.	6-3½x3¾	217	6.5	174	90-3200	4-2¾x5 1/16	N	Chev. Own	8	Chev.	HY	A	6.17	Chev.	6IHV	545	710	A	4I	86¾	7½x3x½	C
♦165	......(C) DC-1	2875	163	200	30000	6400	7.50/20D	8.25/20	Ford V-8	8-3 1/16x3¾	239	6.1	176	95-3600	3-2.5x4.7	N	Ford Own	8	Ford	SF	A	6.67	Ford	6IHV	501	712	A	FX	89	7½x3x½	C
♦166	......(C) WC-1	2875	163	205	30000	6300	7.50/20D	8.25/20	Chev.	6-3 7/16x3 11/16	235	6.6	192	93-3200	4-2¾x5 1/16	N	Chev. Own	8	Chev.	HY	A	6.17	Chev.	6IHV	545	710	A	4I	86¾	7½x3x½	C
♦167	Willys..(18) SC441	330	104	104	3700	1285	5.50/16S	6.00/16S	Own 441	4 3⅛x4⅜	134	6.1	106	61-3800	3-2.3x5.5	N	WG T84G	3	Sal 21-1	S	H	4.9	Own 441	B4IH	130	198	a	2I	32⅝	4¾x1¾x3/32	KX
168	.(18) SCOF441P	(18)	104	104	3900	1285	6.00/16S	(18)	Own 441P	4-3⅛x4⅜	134	6.1	106	61-3800	3-2.3x5.5	Y	WG T84G	3	Sal 21-1	S	H	4.9	Own 441P	B4IH	130	198	a	2I	.....	4¾x1¾x3/32	KX

† Rear 32 x 6. ‡ Rear 32x6 single. ● 10.50/24 single front. ¶ 11.25/24 single front. ♦ Denotes new models or change in specifications.

Line Number	MAKE AND MODEL	Chassis List Price	WHEEL-BASE Minimum Standard	WHEEL-BASE Maximum Standard	Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	TIRE SIZES D-dual rear S-single rear: Standard Front and Rear	TIRE SIZES: Maximum Authorized Tire Size (Duals unless noted)	ENGINE DETAILS: Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Main Bearings: Number, Diameter and Length	Governor Standard	TRANSMISSION: Make and Model	TRANSMISSION: Forward Sp'ds	REAR AXLE: Make and Model	REAR AXLE: Gear and Type	REAR AXLE: Drive & Torque	REAR AXLE: Gear Ratio Range in High	FRONT AXLE: Make and Model	BRAKES SERVICE: Make Location Type Operat'n	BRAKES SERVICE: Lining Area	BRAKES SERVICE: Drum Area	BRAKES SERVICE: Drum Material	BRAKES: Hand Location Type	C-A Dimension (Min. Std. W. B.)	FRAME: Side Rail Dimensions	FRAME: Type
	Four-Wheel-Drive																														
1	Corbitt...(10) F-12	2375	Opt	Opt	12500	4460	6.50/20D	8.25/20	Con A6244	6–3⅞x4½	244	5.4	170	83–3200	4–2⅝x6¼	N	WG T9	8	Tim 53521H	SF	H	5.14–6.6	Wis F30B	L4IH	270	452	a	TX	Opt	7½x3½x⅜	T
2	.....(10) F-14	3200	Opt	Opt	14500	5060	7.50/20D	8.25/20	Con M6271	6–3⅝x4½	271	5.7	191	85–2900	7–2½x12	N	Cla B116C	8	Tim 54411H	SF	H	5.83–6.8	Wis F544B	L4IH	335	578	a	TD	Opt	8x3½x¼	T
3	.....(10) F-18	4500	Opt	Opt	18500	6900	8.25/20D	9.00/20	Con E-602	6–4½x4½	361	5.4	252	95–2500	7–2½x13	N	Fu MGU	8	Wis 5002L	2F	H	6.00–8.21	Wis F501H1	L4IH	335	578	a	TD	Opt	9x2½x¼	D
4	.....(10) F-19	4300	Opt	Opt	19500	6500	8.25/20D	9.00/22	Con M-6330	6–4x4½	330	5.5	238	103–3000	7–2½x12	Y	Fu 5A330	10	Wis 5002L	2F	H	6.62–8.21	Wis F551H	L4IHV	335	578	a	TD	Opt	8½x3½x⅜	T
5	.....(10) F-23	5500	Opt	Opt	23500	9000	9.00/20D	9.75/22	Con 20-R	6–4½x4¾	381	4.8	276	106–2600	7–2¾x13	N	Fu 5A430	10	Wis 72300H	2F	H	6.56–8.59	Wis F313H	L4IHV	625	976	a	TD	Opt	12¾x3¼	T
6	.....(10) F-27	6800	Opt	Opt	27500	10000	9.75/22D	10.50/22	Con 21-R	6–4½x4¾	428	5.0	325	125–2400	7–2¾x13	N	Fu 5A620	10	Wis 1337BH	2F	H	6.39–9.16	Wis F313H	L4IHV	625	976	a	TD	Opt	12¾x3¼	T
7	.....(10) F-35	8500	Opt	Opt	35500	12500	10.50/20D	11.25/24	Con 22-R	6–4½x5¼	501	5.9	400	150–2200	7–2½x12	N	Fu 5A620	10	Wis 1737KW	2F	H	6.39–9.16	Wis F417KW	Ws4IA	701	976	a	TD	Opt	12¾x3¼	T
♦ 8	F. W. D.....HS *	2750	132	Opt	15000	5400	7.00/20D	9.00/20	Wau BK	6–3¼x4¼	282	5.7	188	85–3200	7–2½x10¼	Y	Fu 5B33	5	Own H	SF	H	7.1–7.85	Own HS	L4IHV	365	578	G	T4	68	8x3¼x⅜	T
♦ 9	.....HH6 *	4450	138	Opt	20000	7320	10.00/20S	10.50/20	Wau MKR	6–4¼x4¾	381	5.3	270	91–2400	7–2½x12½	Y	Fu 5A43	5	Own HU	BF	H	6.7–9.8	Own HU	L4IHV	496	867	G	T4	86	7⅞x3⅜	C
♦ 10	.....CUA *	4640	150	Opt	22000	8650	10.00/20S	10.50/20	Wau MZR	6–4¼x4¾	404	5.4	288	96–2400	7–2½x12½	Y	Fu 5A43	5	Own	BF	H	6.7–8.9	Own	L4IHV	496	867	G	T4	90	7⅞x3⅜	C
♦ 11	.....CU *	4920	150	Opt	22000	8800	10.00/20S	10.50/20	Wau MZR	6–4¼x4¾	404	5.4	288	96–2400	7–2½x12½	Y	Own U	5	Own	BF	H	6.7–8.9	Own	L4IHV	496	867	G	T4	90	7⅞x3⅜	C
♦ 12	.....SUA *	5440	150	Opt	25000	9350	12.00/20S	11.25/20	Wau SRLR	6–4⅝x5½	462	5.5	330	112–2400	7–3x13⅞	Y	Fu 5A62	5	Own	BF	H	6.7–8.9	Own	L4IHV	496	867	G	T4	90	7⅞x3⅜	C
♦ 13	.....SU *	5640	150	Opt	25000	9450	12.00/20S	11.25/20	Wau SRLR	6–4⅝x5½	462	5.5	330	112–2400	7–3x13⅞	Y	Own U	5	Own	BF	H	6.7–8.9	Own	L4IHV	496	867	G	T4	90	7⅞x3⅜	C
♦ 14	.....YU *	6300	150	Opt	27000	9600	11.00/20D	11.25 20	Wau SRKR	6–4⅝x5½	517	5.5	369	126–2300	7–3x13¾	Y	Own U	5	Own	BF	H	6.7–8.9	Own	L4IHV	496	867	G	T4	90	8⅛x3⅜	C
♦ 15	.....MJ5 *	6700	150	Opt	28000	12200	10.00/20D	12.75/20	Wau SRKR	6–4⅝x5½	517	5.5	369	126–2300	7–3x13¾	Y	Fu 5A62	5	Wis 1337	2F	H	6.6–8.6	Own	L4IHV	578	976	G	T4	90	10⅛x3⅜	C
♦ 16	.....MJ6 *	7040	150	Opt	30000	12450	11.00/20D	12.75/20	Wau SRKR	6–4⅝x5½	517	5.5	369	126–2300	7–3x13¾	Y	Own M	10	Wis 1337	2F	H	6.6–8.6	Own 1337	L4IHV	578	976	G	T4	90	10⅛x3⅜	C
♦ 17	.....M7 *	8800	150	Opt	38000	13180	13.00/20S	13.50/20	Wau RBR	6–5x5¾	677	5.3	491	152–2400	4–3½x11⅝	Y	Own M	10	Wis 1757	2F	H	6.4–8.4	Own 1757	L4IHV	578	976	G	T4	90	10⅛x3⅜	C
♦ 18	.....M10 *	10400	150	Opt	42000	13730	14.00/20S	13.50/24	Her HXE	6–5¾x6	935	5.3	615	198–2000	7–3½x16⅝	Y	Own M	10	Wis 1910	2F	H	7.16–9.3	Own 1910	W4IA	663	1030	G	T4	90	10⅛x3⅜	C
19	.....(T) T26 *	2965	132	Opt	26000	5580	7.50/20D	9.00/20	Wau BK	6–3¼x4¼	282	5.7	188	85–3200	7–2½x10¼	Y	Fu 5B330	5	Own H	SF	H	5.45–6.04	Own HS	L4IHV	365	578	G	T4	62	8x3¼x⅜	C
20	.....(T) T32 *	3995	138	Opt	32000	7050	8.25/20D	9.00/20	Wau MKR	6–4¼x4¾	381	5.3	270	98–2400	7–2½x12½	Y	Fu 5A430	5	Own H	SF	H	6.04–7.1	Own H	L4IHV	365	578	G	T4	68	10x3x¾	C
21	.....(T) T40 *	5450	134	Opt	40000	10500	10.00/20D	10.50/22	Wau SRKR	6–4⅝x5½	517	5.5	369	126–2300	7–3x13¾	Y	Fu 5A620	5	Own	BF	H	7.3–11.2	Own	L4IHV	568	868	G	T4	71	10x3x¾	C
22	.....(T) T45 *	7725	134	Opt	45000	11140	11.00/24D	10.50/24	Wau RBR	6–5x5¾	677	5.3	491	152–2400	4–3½x11⅝	Y	BL 7481	8	Own	BF	H	**–8.3	Own	W4IA	512	867	G	T4	71	10x3x¾	C
23	Hug.....44-4	5425	150	160	24000	9600	10.50/20S	10.50/20	Wau 6SRL	6–4¼x5½	462	4.6	327	112–2200	7–3x12⅝	Y	Fu 5A620	5	Wis 72000	2F	H	5.00–7.27	Wis F213	L4IHV	536	864	a	TD	70¾	9½x3x⅜	T
24	.....D-44-4	6840	150	160	24000	9600	10.50/20S	10.50/20	Bud 6LD468	6–4½x5½	468	12	345	114–2000	7–3x11½	Y	Fu 5A620	5	Wis 72000	2F	H	5.00–7.27	Wis F213	L4IHV	536	864	A	TD	70¾	9½x3x⅜	T
25	45-4	6125	150	160	29000	11000	10.50/20S	10.50/20	Wau 6SRK	6–4¼x5½	517	4.5	365	125–2200	7–3x13⅞	Y	Fu 5A620	5	Wis 1337	2F	H	5.53–8.59	Wis F313	L4IHV	625	972	a	TD	70¾	9½x3x⅜	T
26	.....D-45-4	7500	150	160	29000	11000	10.50/20S	10.50/20	Bud 6LD468	6–4½x5½	468	12	345	114–2000	7–3x11½	Y	Fu 5A620	5	Wis 1337	2F	H	5.53–8.59	Wis F313	L4IHV	625	972	A	TD	70¾	9½x3x⅜	T
27	46-4	8050	160	170	35000	11800	11.25/20S	11.25/20	Wau 6GAL	6–5x5½	648	4.6	468	132–1800	7–4x18¾	Y	Spl 7351	4	Wis 1337	2F	H	5.75–9.16	Wis F417	W4IA	654	972	a	TD	86½	10x3x¾	T
28	.....D-46-4	9025	160	170	35000	11800	11.25/20D	11.25/20	Cum HB6	6–4¾x6	672	17	500	150–1800	7–4½x16½	Y	Spl 7351	4	Wis 1337	2F	H	5.75–9.16	Wis F417	W4IA	654	972	A	TD	86½	10x3x¾	T
29	Kenworth 539	6118	134	146	24000	10180	9.00/20D	9.75/24	Bud K428	6–4⅛x4¾	428	5.3	302	108–2400	7–3x11½	Y	Fu 5A62	5	Wis 72300	2F	H	5.77–8.40	Wis F207	L4IHV	458	785	a	PD	72	7½x3¼x½	C
♦ 30	540	7251	134	146	27700	10310	10.00/20D	9.75/24	Bud K428	6–4⅛x4¾	428	5.3	302	108–2400	7–3x11½	Y	Fu 5A62	5	Wis 1337	2F	H	6.85–9.41	Wis F323	Ws4IA	648	975	a	PD	72	7½x3¾x½	C
♦ 31	541	7835	134	146	27700	10650	10.00/20D	9.75/24	Bud LO525	6–4½x5½	525	5.5	385	135–2200	7–3x11½	Y	Fu 5A62	5	Wis 1337	2F	H	6.85–9.41	Wis F323	Ws4IA	648	975	a	PD	72	7½x3¾x½	C
♦ 32	542	8412	134	146	35000	10935	10.50/20D	11.00/24	Bud LO525	6–4½x5½	525	5.5	385	135–2200	7–3x11½	Y	Fu 5A62	5	Wis 1757	2F	H	6.02–8.50	Wis F427	Ws4IA	648	975	a	PD	72	7½x3¾x½	C
♦ 33	Marmon–(c) LD5-4	1567	113	113	4500	2719	7.50/15S	7.50/15S	Ford V8	8–3⅛x3¾	221	6.1	150	85–3800	3–2.5x4.71	N	Ford	4	Ford	8¾	U	**–4.5"	Own LD5	FO4IH	162	264	ac	2I	38	5½x2x.11	TDx
♦ 34	Herr..(c) OT4-4	1808	123	123	6800	3972	7.00/18S	7.50/18S	Ford V8	8–3⅛x3¾	221	6.1	150	85–3800	3–2.5x4.71	N	Ford	4	Ford	SF	H	*–4.86	Own OT4	FO4IH	201	308	ac	2I	48	6x2¼x⅜	T
35	.....(c) JJ5-4	1645	134	134	13200	4361	6.00/20D	7.50/20	Ford V8	8–3⅛x3¾	239	6.1	170	95–3600	3–2.5x4.71	N	Ford	4	Ford	SF	H	**–6.67	Own IX4-11	FO4IH	303	506	ac	TX	84	7x2¾x⅜	T
36	.....(c) JJ6-4	1694	158	158	13200	4441	6.00/20D	7.50/20	Ford V8	8–3⅛x3¾	239	6.1	170	95–3600	3–2.5x4.71	N	Ford	4	Ford	SF	H	**–6.67	Own IX4-11	FO4IH	303	506	ac	TX	84	7x2¾x⅜	T
37	(c) (c.o.e.) JJ5-4	1874	134	134	13200	4531	6.00/20D	7.50/20	Ford V8	8–3⅛x3¾	239	6.1	170	95–3600	3–2.5x4.71	N	Ford	4	Ford	SF	H	**–6.67	Own IX4-12	FO4IH	303	506	ac	TX	93	7x2¾x⅜	T
38	(c) (c.o.e.) JJ6-4	1905	158	158	13200	4611	6.00/20D	7.50/20	Ford V8	8–3⅛x3¾	239	6.1	170	95–3600	3–2.5x4.71	N	Ford	4	Ford	SF	H	**–6.67	Own IX4-12	FO4IH	303	506	ac	TX	117	7x2¾x⅜	T
39	..... DSD100-4 *	3375	143	Op	13200	5040	6.50/20D	7.50/20	Her JXB	6–3⅝x4¼	263	5.4	182	78–2800	7–2½x10⅓	N	WG T9WG	4	Tim MH1011	SF	H	*–6.8	TWH 101	L4IH	267	452	a	TX	60	7⅓x2½x½	C
40	..... DSD200-4 *	3635	143	Op	13200	5500	7.00/20D	7.50/20	Her JXC	6–3¾x4¼	282	5.3	196	84–2800	7–2½x10⅓	N	Ful 5A33	5	Tim MH1011	SF	H	*–6.8	TWH 101	L4IH	267	452	a	TX	60	7⅓x2½x½	C
41	..... DSD300-4 *	3980	143	Op	15900	5764	7.50/20D	8.25/20	Her JXD	6–4x4¼	320	5.3	224	95–2800	7–2½x10⅓	N	Ful 5A33	5	Tim MH1022	SF	H	*–6.8	TWH 102	L4IH	281	527	a	TX	60	7⅓x2½x½	C
42	..... DSD400-4 *	5275	158	Op	19500	7782	8.25/20D	9.00/20	Her WXC3	6–4¼x4¼	383	5.0	260	106–2800	7–2⅝x13¼	Y	Ful 5A430	5	Tim MH1033	SF	H	*–6.83	TWH–103	L4IH	342	578	a	FD	72	9⅛x3x¼	C
♦ 43	..... DSD500-4 *	5860	158	Op	23400	8680	9.00/20D	9.75/20	Her WXLC3	6–4¼x4¼	404	5.0	293	118–2800	7–2⅝x13¼	Y	Ful 5A430	5	Tim MH1044	SF	H	*–7.8	TWH 104	L4IH	384	785	a	FD	72	9⅛x3x¼	C
♦ 44	..... DSD550-4 *	6440	158	Op	23400	8940	9.00/20D	9.75/20	Her RXB	6–4½x5¼	501	5.4	360	121–2200	7–3x13¼	Y	Ful 5A620	5	Tim MH1044	SF	H	*–7.8	TWH 104	L4IH	384	785	a	FD	72	9⅛x3x¼	C
♦ 45	...DSD550DR-4 *	7350	158	Op	23400	9950	9.00/20D	9.75/20	Her RXB	6–4½x5¼	501	5.4	360	121–2200	7–3x13¼	Y	Ful 5A620	5	Wis MH1066	2F	H	*–7.52	WH 106	L4IH	738	975	a	FD	72	9⅛x3x¼	C
♦ 46	..... DSD600-4 *	7700	161	Op	23400	9700	9.00/20D	9.75/20	Her RXB	6–4½x5¼	501	5.4	360	121–2200	7–3x13¼	Y	Ful 5A620	5	Wis MH1055	2F	H	*–7.21	WH 105	L4IH	461	785	a	FD	72	9⅛x3x¼	C
♦ 47	..... DSD700-4 *	8895	161	Op	25200	10300	9.75/20D	9.75/22	Her RXB	6–4½x5¼	501	5.4	360	121–2200	7–3x13¼	Y	Ful 5A620	5	Wis MH1077	2F	H	*–7.52	WH 107	Ws4IA	738	975	a	FD	72	10⅛x3x⅜	C
♦ 48	..... DSD800-4 *	9750	161	Op	30000	10850	10.50/20D	10.50/22	Her RXC	6–4½x5¼	529	4.9	390	131–2200	7–3x13¼	Y	Ful 5A620	5	Wis MH1088	2F	H	*–8.23	WH 108	Ws4IA	738	975	a	FD	72	10⅛x3x⅜	C
♦ 49	..... DSD900-4 *12785		195	Op	30000	13500	10.50/20D	10.50/22	Her HXD	6–5¼x6	855	4.5	555	180–2200	7–3½x16⅝	Y	Ful 4A86	4	Wis MH1088	2F	H	*–8.23	WH 108	Ws4IA	738	975	a	FD	102	10⅛x3x⅜	P
50	..... DSD1000-4 *13850		195	Op	40000	15650	10.50/24D	12.75/20	Her HXE	6–5¾x6	935	4.5	610	198–2200	7–3½x16⅝	Y	Ful 4A86	4	Wis MH1099	2F	H	*–8.88	WH 109	Ws4IA	738	975	a	FD	102	10⅛x3x⅜	P
♦ 51	(D) DDSD200-4 *	4920	143	Op	13200	5675	7.50/20D	7.50/20	Her DJXB	6–3¾x4¼	260	14.	178	79–2600	7–3x10⅓	N	Ful 5A33	5	Tim MH1011	SF	H	*–5.83	TWH 101	L4IH	267	452	a	TX	60	7½x2½x¼	C
♦ 52	(D) DDSD300-4 *	5155	143	Op	15900	6155	7.50/20D	8.25/20	Her DJXC	6–3¾x4¼	298	14.	208	83–2600	7–3x10⅓	N	Ful 5A33	5	Tim MH1022	SF	H	*–5.83	TWH 102	L4IH	281	527	a	TX	60	7½x2½x¼	C
♦ 53	D DDSD550DR-4 *	9640	158	Op	23400	10560	9.00/20D	9.75/20	Her DRXB	6–4⅜x5¼	474	14.	350	124–2200	7–3x13⅞	Y	Ful 5A620	5	Wis MH1066	2F	H	*–6.65	WH 106	L4IH	738	975	a	FD	72	9⅛x3x¼	C
♦ 54	(D) DDSD700-4 *11350		161	Op	25200	10910	9.75/20D	9.75/22	Her DRXB	6–4⅜x5¼	474	14.	350	124–2200	7–3x13⅞	Y	Ful 5A620	5	Wis MH1077	2F	H	*–6.65	WH 107	Ws4IA	738	975	a	FD	72	10⅛x3x⅜	C
♦ 55	(D) DDSD800-4 *12150		161	Op	30000	11435	10.50/20D	10.50/22	Her DRXB	6–4⅜x5¼	474	14.	350	124–2200	7–3x13⅞	Y	Ful 5A620	5	Wis MH1088	2F	H	*–7.0	WH 108	Ws4IA	738	975	a	FD	102	10⅛x3x⅜	P
♦ 56	(D) DDSD900-4 *15310		198	Op	30000	14200	10.50/20D	10.50/22	Her DHXB	6–5x6	707	14.	530	176–1800	7–3¾x17	Y	Ful 4A86	4	Wis MH1088	2F	H	*–7.22	WH 108	Ws4IA	738	975	a	FD	102	10⅛x3x⅜	P
♦ 57	(D) DDSD1000-4 *16105		198	Op	40000	16375	10.50/24D	10.50/24	Her DHXB	6–5x6	707	14.	530	176–1800	7–3¾x17	Y	Ful 4A86	4	Wis MH1099	2F	H	*–7.95	WH 109	Ws4IA	738	975	a	FD	102	10⅛x3x⅜	P
58	Oshkosh W-100 *	3240	130	160	15000	6300	7.00/20D	8.25/20	Her JXC	6–3¾x4¼	282	5.3	197	85–3000	7–2½x10⅓	Y	Fu 5B33	5	Own 100	SF	H	6.8	Own 100	L4IH†	335	578	a	TX	71	6x3½x¼	Tfp
59	.....W-200 *	3935	130	160	18000	6600	7.50/20D	8.25/20	Her JXD	6–4x4¼	320	5.3	224	94–2800	7–2½x10⅓	Y	Fu 5B33	5	Own 200	SF	H	5.71	Own 200	L4IH	335	578	a	TX	71	6x3½x¼	Tfp
60	.....W-300 *	5145	149	205	22000	9100	10.00/20S	11.00/20	Her WXC3	6–4¼x4½	383	6.0	285	101–2400	7–2⅝x13¾	Y	Fu 5A43	5	Own 300	SF	H	7.8	Own 300	L4IH	560	867	G	TX	82	8¼x3x⅜	Tf
61	.....W-304 *	5250	149	205	23000	9200	10.00/20S	11.00/20	Her WXLC3	6–4¼x4¼	404	6.0	310	118–2500	7–2⅝x13¾	Y	Own 304	5	Own 304	SF	H	7.8	Own 304	L4IH	560	867	G	TX	82	8¼x3x⅜	Tf
62	.....W-400 *	6265	150	205	25000	10350	11.00/20S	12.00/20	Her YXC3	6–4⅝x4¼	478	4.7	345	116–2200	7–3x14	Y	Fu 5A620	5	Own 400	2F	H	8.6	Own 400	L4IH	500	867	G	TX	82	8¼x3x⅜	Tf
63	.....W-500 *	6475	150	204	27000	10600	11.00/20S	12.00/20	Her RXB	6–4½x5¼	500	5.4	360	121–2200	7–3x12¾	Y	Fu 5A620	5	Own 500	2F	H	7.5–8.6	Own 500	L4IH	630	975	G	TX	82	8¼x3x⅜	Tf
64	.....W-600 *	7090	150	204	27000	11100	11.00/20D	12.00/20	Her RXBO	6–4½x5¼	500	5.4	360	121–2200	7–3x12¾	Y	Fu 5A620	10	Own 600	2F	H	7.27–8.6	Own 600	L4IH	630	975	G	TX	82	10⅛x3x⅜	Tf
65	.....W-700 *	7245	150	204	30000	11500	11.00/20D	12.00/20	Her RXCO	6–4½x5¼	529	5.4	380	128–2200	7–3x12¾	Y	Fu 5A620	10	Own FD	2F	H	7.27–8.6	Own 700	L4IH	630	975	G	TX	82	10⅛x3x⅜	Tf
66	.....W-800 *	8375	150	204	31500	12300	11.00/20D	12.00/20	Her RXLD	6–4¾x5¼	558	5.4	405	141–2200	7–3x12¾	Y	Fu 5A620	10	Own FD	2F	H	8.05–9.15	Own FD	L4IH	630	975	G	TX	82	10⅛x3x⅜	Tf
♦ 67	.....W-900 10485		150	190	38000	14200	12.00/20D	14.00/20S	Cum 6HB	6–4⅞x6	672	...	500	150–1800	7–4½x16	Y	Fu 4A86	12	Own 900	2F	H	8.05–9.15	Own 900	L4IHA	630	975	G	TX	82	10⅛x3x⅜	L
68	.....BG3 *	9660	168	190	39000	14200	14.00/20S	14.00/20S	Her HXB	6–5x6	707	4.5	505	161–2100	7–3½x16⅝	Y	Fu 4A86	4	Own BG	2F	H	4.7–6.8	Own BG3	B4IM	740	1190	G	TX	85	10x3¼x1½	L
69	.....GD *10920		168	190	43000	14500	14.00/20S	14.00/20S	Her HXE	6–5¾x6	935	4.5	610	199–2100	7–3½x16⅝	Y	Fu 4A86	4	Own GD	2F	H	5.3–7.4	Own GD	B4IM	740	1190	G	TX	85	10x3¼x1½	L
70	Walter..(c.f.) FN	5400	126	150	20000	7500	10.00/20S	10.00/20D	Wau MKR	6–4¼x4¾	381	5.3	270	90–2200	7–2½x10¼	Y	Own FJN	6	Own FNB	2D	H	6.0–8.0	Own FN	O4IA	470	670	G	FI	84	7x2¾x¼	T
71	.....(c.f.) FM	6500	126	150	24000	8500	11.00/20S	11.00/20D	Wau SRLR	6–4⅝x5½	462	5.5	325	110–2200	7–3x13⅞	Y	Own FJD	6	Own FMB	2D	H	6.0–8.0	Own FM	O4IA	470	670	G	FI	84	12x3½x½	TB
72	.....(c.f.) FKM	7000	126	150	26000	9000	10.00/20D	11.00/20D	Wau SRKR	6–4⅝x5½	517	5.5	365	125–2200	7–3x13⅞	Y	Own FJD	6	Own FJD	2D	H	6.0–8.0	Own FJ	O4IA	470	670	G	FI	84	12x3½x½	TB
73	.....(c.f.) FCK	8400	126	138	30000	10500	10.00/24D	11.00/24D	Wau SRKR	6–4⅝x5½	517	5.5	365	125–2200	7–3x13⅞	Y	Own FC	6	Own FCC	2D	H	7.5–9.0	Own FC	O4IA	585	890	G	FI	84	13x3¾x½	TB
74	.....(c.f.) FC	8600	138	162	32000	11000	10.00/24D	11.00/24D	Wau SRKR	6–4⅝x5½	517	5.5	365	125–2200	7–3x13⅞	Y	Own FC	6	Own FCC	2D	H	7.5–9.0	Own FC	O4IA	585	890	D	FI	96	14x3¾x½	TB
75	.....(c.f.) FB	9900	138	162	32000	12000	11.00/24D	11.00/24D	Wau 6RBR	6–5x5¾	677	5.3	485	150–2100	4–3½x11⅝	Y	Own FA	6	Own FCR	2D	H	7.5–9.0	Own FCR	O4IA	585	890	D	FI	96	14x3¾x½	TB
76	.....(c.f.) FBR	10500	138	162	42000	13000	12.00/24D	13.00/24D	Wau 6RBR	6–5x5¾	677	5.3	485	150–2200	4–3½x11⅝	Y	Own FA	6	Own FCC	2D	H	7.5–9.1	Own FC	O4IA	585	890	D	FI	108	14x3¾x½	TB
77	.....(c.f.) FXB	10700	138	162	32000	12000	11.00/24D	12.00/24D	Her HXE	6–5¾x6	935	4.5	610	200–2000	7–3½x16⅝	Y	Own FA	6	Own FCC	2D	H	7.5–9.1	Own FC	O4IA	585	890	D	FI	108	14x3¾x½	TB

* Includes price of cab. ♦ Denotes new models or change in specifications.

78	..(D) (c.f.) ADK		10000	126	138	30000	12000	10.00/24D	11.00/24D	Her DRXB	6-4⅜x5¼	474	14	350	125-2000	7-3x13¼	Y	Own FA	6	Own FCC	2D	H	7.5-9.1	Own FC	O4IA	585	890	D	FI	96	14x3¾x½	TB
79	..(D) (c.f.) ADB		11000	138	162	32000	13000	11.00/24D	12.00/24D	Cum HB6	6-4⅞x6	672	17	500	150-1800	7-4½x16	Y	Own FA	6	Own FCC	2D	H	7.5-9.1	Own FC	O4IA	585	890	D	FI	108	14x3¾x½	TB
80	..(D) (c.f.) ADV		13300	126	162	65000	17000	14.00/24D	15.00/24D	Cum HB6	6-4⅞x6	672	17	500	150-1800	7-4½x16	Y	Own AV	6	Own AV	2D	H	**10.5	Own AV	O4IA	660	1020	D	FI	96	16x4x⅝	TB
81	Ward La Fr...204		7650	156	Opt	50000	13000	10.50/20D	12.00/24	Wau SRKR	6-4⅝x5⅛	517	5.0	365	126-2400	7-3x13⅞	Y	Fu 5A620	9	Wis 1757W	2F	S	**-9.20	Wis F427W	Ws4IA	548	867	a	TD	126	12x3¼	T

Six-Wheelers

Wheels Driven ▼

82	Cor-bitt (10) 35SB2	2F	4800	Opt	Op	35000	9100	9.00/20D	9.75/22	Con E603	6-4¼x4½	383	5.6	280	104-2400	7-2⅝x13	N	Fu 5A430	5	Ti SBT1500TW	SF	A	6.06-7.40	Ti 33000TW	Ws6IA	636	1094	a	TD	Opt	8⅛x3½x3/16	T
83	(10) 40SB2	2F	5800	Opt	Op	40000	10700	9.75/20D	10.50/22	Con 21R	6-4⅜x4¾	428	5.0	325	125-2400	7-2⅝x13 3/16	N	Fu 5A620	5	Ti SBT 252W	SF	A	4.55-7.80	Ti 35100TW	Ws6IA	668	1193	a	TD	Opt	8⅛x3½x3/16	T
84	(10)..18SB4	4R	3950	Op	Op	18000	5800	7.00/20D	7.50/20	Con A6244	6-3 7/16x4⅜	244	5.4	170	83-3200	4-2⅜x6⅝	N	Cla B116C	4	Ti SBD800H	SF	A	6.26-8.05	Tim 30020H	L6IHV	382	608	a	TX	Opt	8x3½x¼	T
85	(10)..18SB2	2F	2000	Opt	Op	18000	5300	7.00/20D	7.50/20	Con A6244	6-3 7/16x4⅜	244	5.4	170	83-3200	4-2⅜x6⅝	N	Cla B116C	4	Ti SBT800H	SF	A	5.14-6.60	Tim 30020H	L6IHV	382	608	a	TX	Opt	8x3½x¼	T
86	(10)..25SB2	2F	3750	Opt	Op	25000	7670	8.25/20D	9.00/20	Con M6290	6-3¾x4⅜	290	5.5	206	87-2800	7-2⅝x12 3/16	N	Fu 5A330	5	Ti SBT1000TW	SF	A	4.86-6.80	Ti 31000TW	Ws6IA	574	930	a	TX	Opt	8x3½x¼	T
87	(10)..25SB4	4R	5720	Op	Op	25000	9000	8.25/20D	9.00/20	Con M6290	6-3¾x4⅜	290	5.5	206	87-2800	7-2⅝x12 3/16	N	Fu 5A330	5	Ti SBD1000TW	SF	A	5.93-8.30	Ti 31000TW	Ws6IA	574	930	a	TX	Opt	8x3½x¼	T
88	(10)..35SB4	4R	6380	Op	Op	35000	10000	9.00/20D	9.75/22	Con E603	6-4¼x4½	383	5.6	280	104-2400	7-2⅝x13	N	Fu 5A430	5	TimSBD1500	SF	A	5.41-9.03	Ti 33000TW	Ws6IA	636	1094	a	TD	Opt	8⅛x3½x3/16	T
89	(10)..40SB4	4R	8800	Op	Op	40000	11500	9.75/20D	10.50/22	Con 21R	6-4⅜x4¾	428	5.0	325	125-2400	4-2⅝x13 3/16	N	Fu 5A620	5	Tim SD252W	2F	A	5.90-8.40	Ti 35100TW	Ws6IA	668	1193	a	TD	Opt	8⅛x3½x3/16	T
90	(10)..18SB6	6	5500	Op	Op	18000	7300	7.00/20D	8.25/20	Con A6244	6-3 7/16x4⅜	244	5.4	170	83-3200	7-2⅜x6⅝	N	Cla B116C	8	Ti SBD800H	SF	A	4.57-6.60	Wis F30B	L6IHV	396	678	a	TX	Opt	8x3½x¼	T
91	(10)..25SB6	6	7500	Op	Op	25000	8200	8.25/20D	9.00/22	Con M6330	6-4x4⅜	330	5.5	238	103-3000	7-2⅝x12 3/16	N	Fu 5A330	10	TimSBD1000	SF	A	4.86-6.80	Wis F544H	Ws6IA	574	930	a	TD	Opt	8x3½x¼	T
92	(10)..40SD6	6	8900	Op	Op	40000	11700	9.00/20D	9.75/22	Con 22R	6-4½x5¼	501	5.9	400	150-2200	7-2⅝x12 3/16	N	Fu 5A620	10	Ti SD252TW	2F	A	6.41-9.33	Wis F209TW	Ws6IA	685	1220	a	TD	Opt	12x3½x¼	T
93	(10)..50SD6	6	12300	Op	Op	50000	14600	9.75/20D	10.50/22	Her HXC	6-5¼x6	779	5.3	555	178-2100	7-3½x17	N	Spi 7551	10	Tim SD352W	2F	A	7.33-9.11	Wis F310W	Ws6IA	1084	1626	a	TD	Opt	12⅛x3¼x3/16	T
94	(10)..54SD6	6	16900	Op	Op	54000	15400	9.75/22D	10.50/22	Her HXC	6-5¼x6	779	5.3	555	178-2100	7-3½x17	N	BL 7541	8	Tim SD452W	2F	A	7.33-9.11	Wis F311W	Ws6IA	1084	1625	a	TD	Opt	12⅛x3⅛x3/16	T
95	Dart.....1000	4R	4050	161	268	24500	7540	32x6D	9.00/20	Her JXD	6-4x4¼	320	5.6	204	84-2800	7-2½x10¼	Y	Fu 5A330	5	Ti SBD1000H	2F	T	5.93-8.30	Tim 31005H	L6IHV	537	930	a	TX	Opt	10x3x¼	L
96	1500	4R	5200	161	268	30000	10140	34x7D	9.75/20	Her WXC3	6-4¼x4½	383	4.7	262	106-2800	7-2⅝x13 11/16	Y	Fu 5A430	5	TimSBD1500	2F	T	5.41-9.03	Tim 33000H	L6IHV	603	1095	a	TX	Opt	10x3x¼	L
97	252	4R	5600	152	268	33000	12794	34x7D	9.00/20	Her WXC3	6-4¼x4½	383	4.7	262	106-2800	7-2⅝x13¼	Y	Fu 5A430	10	Tim SD252H	2F	T	5.90-8.44	Tim 33000H	L6IHV	603	1095	a	TD	Opt	10x3x¼	B
98	352	4R	9850	156	261	39000	15594	9.75/20D	10.50/24	Her RXLD	6-4¾x5¼	558	4.9	410	144-2200	7-3x14	Y	Fu 5A620	12	Tim SD352W	2F	T	7.33-10.2	Ti 27450TW	Ws6IA	874	1517	a	TD	Opt	10x3½x3/16	B
	Diamond-T																															
99	612SBD1000	4R	2950	174	224	26000	‡8500	7.50/20D	8.25/20	Her CBJXC	6-3¾x4¼	282	5.9	214	86-2800	7-2½x10 11/16	Y	Spi 2341	5	TiSBD1000H	SF	R	Opt.	Cla F324	L6IHV	565	959	A	PX	95	8 3/16x3 3/16x¼	T
100	614SBD1500	4R	3880	175	225	32000	9500	8.25/20D	9.00/20	Her CBJXD	6-4x4¼	320	5.9	228	96-2800	7-2½x10 11/16	Y	Cla 200V	5	TiSBD1500H	SF	R	Opt.	Cla F324	L6IHV	657	1121	A	TD	96	8 3/16x3 3/16x¼	T
101	702SBD1500	4R	4925	168	222	33000	11000	8.25/20D	9.00/20	H CBWXC3	6-4¼x4½	383	5.9	286	99-2600	7-2⅝x13¼	Y	Cla 270V	5	TiSBD1500H	SF	R	Opt.	Tim 33000H	L6IHV	680	1168	A	TD	98	10x3½x¼	T
102	..702SD3000	4R	5380	168	222	36000	12500	8.25/20D	9.75/20	H CBWXC3	6-4¼x4½	383	5.9	286	99-2600	7-2⅝x13¼	Y	Cla 270V	5	Ti SD3000PA	2F	R	Opt.	Ti 35100TW	W6IA	1082	1569	A	TD	98	10x3½x¼	T
103	• 806SBD1500	4R	5355	168	222	36000	12000	9.00/20D	9.00/20	CBWXLC3	6-4¼x4¾	404	5.9	300	114-2400	7-2⅝x13¼	Y	Cla 270V	5	TiSBD1500H	SF	R	Opt.	Tim 35100H	L6IHV	718	1191	A	TD	98	10⅛x3⅜x3/16	T
104	..806SD3000	4R	5885	168	222	40000	13000	9.00/20D	9.75/22	CBWXLC3	6-4¼x4¾	404	5.9	300	114-2400	7-2⅝x13¼	Y	Cla 270V	5	Ti SD3000PA	2F	R	Opt.	Ti 36020TW	Ws6IA	1082	1569	A	TD	98	10⅛x3⅜x3/16	T
105	..900SD3000	4R	7215	168	222	40000	14000	9.00/20D	9.75/22	CBRXLC3	6-4⅝x5¼	529	5.4	365	136-2100	7-3x13¼	Y	Cla 326	5	Ti SD3000PA	2F	R	Opt.	Ti 36020TW	Ws6IA	1082	1569	A	TD	98	10⅛x3⅜x3/16	T
106	...900SD454	4R	7830	170	224	50000	15500	9.75/20D	10.50/24	CBRXLC3	6-4⅝x5¼	529	5.4	365	136-2100	7-3x13¼	Y	Cla 326	5	Tim SD454W	2F	R	Opt.	Ti 36020TW	Ws6IA	1014	1517	A	TD	100	10⅛x3⅜x3/16	T
107	..(D) 910SD	454	9760	170	224	50000	17000	9.75/20D	10.50/24	Cum HB600	6-4⅞x6	672	17.	500	150-1800	7-4½x16¾	Y	Sp7641,703	12	Tim SD454W	2F	R	Opt.	Ti 36020TW	Ws6IA	1014	1517	A	TD	88½	10⅛x3⅜x3/16	T
♦108	Federal.296X4	4R	4675	162	215	32000	9200	8.25/20D	10.00/20	Her JXDF	6-4x4¼	320	5.9	244	95-2800	7-2½x10 11/16	Y	Cla 205V	5	Tim SDD3000H	2F	R	6.84-9.16	Tim 32514H	L6IHV	657	1168	a	TD	83	8 3/16x2⅞x¼	TP
♦109	......356X4	4R	5300	167	220	36000	10700	9.00/20D	10.00/20	Her WXC3	6-4¼x4½	383	5.9	285	107-2800	7-2⅝x13¼	Y	Cla 270V	5	Tim SDD3000H	2F	R	6.84-9.16	Tim 32515H	L6IHV	657	1168	a	TD	84	10⅛x3⅜x3/16	TB
♦110	......556X4	4R	6550	167	220	40000	11200	9.00/20D	11.00/20	Her WXLC3	6-4¼x4¾	404	6.3	307	125-2800	7-2⅝x13¼	Y	Cla 270V	5	Tim SDD3000PA	2F	R	6.84-9.16	Tim 35000TW	Ws6IA	1034	1470	a	TD	84	10⅛x3⅜x3/16	TB
♦111	......626X4	4R	8750	168	221	55000	14000	10.00/20D	12.00/20	Con 22RF	6-4½x5¼	501	5.2	400	150-2300	7-2¾x14⅛	Y	Cla 326V	5	Tim SDD454W	2F	R	7.33-10.2	Tim 36000TW	Ws6IA	1026	1517	a	TD	87	10 3/16x3⅜x11/16	TFB
♦112	(c.o.e.) 896X4	4R	4755	127	180	32000	9100	8.25/20D	10.00/20	Her JXDF	6-4x4¼	320	5.9	244	95-2800	7-2½x10 11/16	Y	Cla 205V	5	Tim SDD3000H	2F	R	6.84-9.16	Tim 32515H	L6IHV	657	1168	a	TD	83	8 3/16x2⅞x¼	TP
♦113	(c.o.e.) 906X4	4R	5445	140	185	36000	10600	9.00/20D	10.00/20	Her WXC3	6-4¼x4½	383	5.9	285	107-2800	7-2⅝x13¼	Y	Cla 270V	5	Tim SDD3000H	2F	R	6.84-9.16	Tim 35011H	L6IHV	657	1168	a	TD	96	10⅛x3⅜x3/16	TB
♦114	(c.o.e.) 946X4	4R	6690	140	185	40000	11100	9.00/20D	11.00/20	Her WXLC3	6-4¼x4¾	404	6.3	307	125-2800	7-2⅝x13¼	Y	Cla 270V	5	Tim SDD3000PA	2F	R	6.84-9.16	Tim 35000TW	Ws6IA	1034	1470	a	TD	96	10⅛x3⅜x3/16	TB
115	F.W.D.....MJ6X6		*11575	184	Opt	45000	17250	10.50/20D	12.75/20	Wau SRKR	6-4⅝x5⅛	517	5.5	369	126-2300	7-3x13⅞	Y	Own M	10	Wis SD352	2F	H	*-8-6	Own 1337	W6IA	1085	1680	G	T4	126	10 3/16x3x11/16	PC
116	..........M6X6		*14555	184	Opt	55000	18250	13.50/20S	12.75.24	Wau RBR	6-5x5¾	677	5.3	491	152-2400	4-3½x11⅝	Y	Own M	10	Wis SD520	2F	H	*10.01	Own 1910	W6IA	1085	1680	G	T4	126	10 3/16x3x11/16	PC
117	Hug.......99	4R	9300	175	175	64000	15100	11.25/20D	11.25/20	Wau 6GAL	6-5x5½	648	4.6	468	132-1800	7-4x18⅝	Y	Spi 7341	4	Tim SD452	2F	T	7.33-10.2	Shu 1673	W6IA	1027	1581	a	TD	92	9x4 11/16x3/16	I
118	.....(D) 99	4R	10275	175	175	64000	15100	11.25/20D	11.25/20	Cum HB6	6-4⅞x6	672	17	500	150-1800	7-4x18⅝	Y	Spi 7341	4	Tim SD452	2F	T	7.33-10.2	Shu 1673	W6IA	1027	1581	a	TD	92	9x4 11/16x3/16	I
119	998	4R	11300	175	175	75000	18140	12.75/20D	12.75/20	Wau 6GAL	6-5x5½	648	4.6	468	132-1800	7-4x18⅝	Y	Spi 7341	4	Tim SD520	2F	T	7.33-10.2	Shu 1673	W6IA	1027	1581	a	TD	92	9x4 11/16x3/16	I
120	....(D) 998	4R	12275	175	175	75080	11400	12.75/20D	12.75/20	Cum HB6	6-4⅞x6	672	17	500	150-1800	7-4x18⅝	Y	Spi 7341	4	Tim SD520	2F	T	7.33-10.2	Shu 1673	W6IA	1027	1581	a	TD	92	9x4 11/16x3/16	I
♦121	International (11)																															
♦122	....D-186-T	2F	1475	148	191	18000	5290	6.50/20D	7.50/20	Own HD232	6-3 5/16x4½	233	6.0	170	81-3200	4-2⅝x6 11/16	N	Own H41A	4	Own RT1200	FB	HT	6.17-6.66	Own F301	B6IHV	466	648	c	PX	77	8¼x3 3/16x3/16	T
♦123	...DS-186-T	2F	1590	148	191	18000	5390	6.50/20D	7.50/20	Own HD232	6-3 5/16x4½	233	6.0	170	81-3200	4-2⅝x6 11/16	N	Own H41A	4	Own RT2200	dFB	HT	5.14-8.81	Own F301	B6IHV	466	648	c	PX	77	8¼x3 3/16x3/16	T
♦124	....D-216-T	2F	1760	176	194	21000	6270	7.00/20D	8.25/20	Own FAB241	6-3⅜x4½	242	5.8	176	84-3200	4-2⅜x5 11/16	N	Own H41A	4	Own RT1400	FB	HT	6.50-7.166	Own F400	B6IHV	565	780	c	PX	102	8 3/16x3 3/16x3/16	T
♦125	...DS-216-T	2F	1945	176	194	21000	6395	7.00/20D	8.25/20	Own FAB241	6-3⅜x4½	242	5.8	176	84-3200	4-2⅜x5 11/16	N	Own H41A	4	Own RT2410	dFB	HT	5.63-8.52	Own F400	B6IHV	565	780	c	PX	102	8 3/16x3 3/16x3/16	T
♦126	....D-216-F	4R	2185	151	194	21000	6650	7.00/20D	8.25/20	Own FAB241	6-3⅜x4½	242	5.8	176	84-3200	4-2⅜x5 11/16	N	Own H41A	4	Own RF1420	FB	HT	5.85-7.37*	Own FXX400	B6IHV	565	780	c	PX	77	8 3/16x3 3/16x3/16	T
♦127	....D-246-T	2F	2850	161	215	24000	8065	7.50/20D	9.00/20	Own FBB318	6-3⅞x4½	318	5.4	241	100-2800	7-2 11/16x11 11/16	Y	Own F51	5	Own RT1500	FB	HT	5.62-7.16	Own FX500	B6IHV	589	855	c	PX	84	9¼x3 3/16x⅜	T
♦128	...DS-246-T	2F	3060	161	215	24000	8065	7.50/20D	9.00/20	Own FBB318	6-3⅞x4½	318	5.4	241	100-2800	7-2 11/16x11 11/16	Y	Own F52C	5	Own RT2500	dFB	HT	5.62-8.74	Own FX500	B6IHV	589	855	c	PX	84	9¼x3 3/16x⅜	T
♦129	..DR-246-T	2F	3015	161	215	24000	8200	7.50/20D	9.00/20	Own FBB318	6-3⅞x4½	318	5.4	241	100-2800	7-2 11/16x11 11/16	Y	Own F51	5	Own RT1550	2FB	HT	7.10-8.50	Own FX500	B6IHV	589	855	c	PX	84	9¼x3 3/16x⅜	T
♦130	▲(D)DD246T	2F	4200	161	215	24000	9025	7.50/20D	9.00/20	Cum HB400	4-4⅞x6	448	17.	330	100-1800	5-4½x11½	Y	Own F52	5	Own RT1500	FB	HT	5.62-8.74*	Own FX500	B6IHV	589	855	c	PX	84	9¼x3 3/16x⅜	T
♦131	.....D-246-F	4R	3150	161	215	24000	8320	7.50/20D	9.00/20	Own FBB318	6-3⅞x4½	318	5.4	241	100-2800	7-2 11/16x11 11/16	Y	Own F51	5	Own RF1401	FB	HT	7.19-8.19*	Own FX500	B6IHV	600	816	c	PX	84	9¼x3 3/16x⅜	T
♦132	▲(D)DD246F	4R	4500	161	215	24000	9170	7.50/20D	9.00/20	Cum HB400	4-4⅞x6	448	17.	330	100-1800	5-4½x11½	Y	Own F52	5	Own RF1401	FB	HT	7.19-8.19	Own FX500	B6IHV	600	816	c	PX	84	9¼x3 3/16x⅜	T
♦133	..DR-346-T	2F	5000	161	215	34000	10125	9.00/20D	9.75/20	Own FBB401	6-4⅛x5	401	5.2	308	114-2600	7-2 11/16x11 11/16	Y	Own F52	5	Own RT1660	2FB	HT	5.40-9.03	Own F700	T6IA	801	1192	G	PX	84	10⅜x3 3/16x⅜	T
♦134	▲(D)DRD346T	2F	6300	161	215	34000	11250	9.00/20D	9.75/20	Cum HB400	4-4⅞x6	448	17.	330	100-2800	5-4½x11½	Y	Own F52	5	Own RT1660	2FB	HT	5.40-9.03	Own F700	T6IA	801	1192	G	PX	84	10⅜x3 3/16x⅜	T
♦135	....D-346-F	4R	5750	161	215	34000	11080	9.00/20D	9.75/20	Own FBB401	6-4⅛x5	401	5.2	308	114-2600	7-2 11/16x11 11/16	Y	Own F52	5	Own RF1610	FB	HT	6.22-7.93*	Own F700	T6IA	801	1192	G	PX	84	10⅜x3 3/16x⅜	T
♦136	(D)DD-346-F	4R	7365	161	215	34000	12280	9.00/20D	9.75/20	Cum HB600	6-4⅞x6	672	17.	500	150-1800	7-4½x16½	Y	Own F54	5	Own RF1610	FB	HT	6.22-7.12*	Own F700	T6IA	801	1192	G	PX	84	10⅜x3 3/16x⅜	T
♦137	..DR-426-F	4R	7500	161	233	42000	13080	9.75/20D	10.50/20	Own FBB450A	6-4⅜x5	451	5.2	331	120-2400	7-2 11/16x11 11/16	Y	Own F54B	5	Own RF1701	2FB	HT	6.52-10.9	Own F800	T6IA	801	1192	G	PD	84	11⅜x3 3/16x⅜	T
♦138	(D)DRD-426-F	4R	9030	161	233	42000	14580	9.75/20D	10.50/20	Cum HB600	6-4⅞x6	672	17.	500	150-1800	7-4½x16½	Y	Own F54B	5	Own RF1701	2FB	HT	6.52-10.9	Own F800	T6IA	801	1192	G	PD	84	11⅜x3 3/16x⅜	T
♦139	...AR-626-F	4R	12500	180	253	62000	18155	9.75/24D	11.25/24	Own FEB	6-5x5½	648	4.4	460	140-2100	7-3¼x17¾	Y	Own H7	5	Own 1585	2FB	HT	5.27-11.39	Own F910	T6IA	102	1520	G	PD	92	14x3½x¾	TL
♦140	(D)ARD626F	4R	13485	180	253	62000	18300	9.75/24D	11.25/24	Cum HB600	6-4⅞x6	672	17.	500	150-1800	7-4½x16½	Y	Own H7	5	Own 1585	2FB	HT	5.97-11.39	Own F910	T6IA	102	1520	G	PD	92	14x3½x¾	TL
♦141	Ken-..(D) 509	4R	7046	212	254	35000	10350	9.00/20D	10.00/22	Cum HB4	4-4⅞x6	448	17.	335	100-1800	7-4½x11½	Y	Fu 5A620	5	Tim SW252	WF	R	6.20-9.25	Tim 35100	L6IHV	668	1192	a	TD	102	7½x3¼x½	C
♦142	worth.(D) 510	2F	8697	221	247	39000	12630	9.00/22D	10.00/22	Cum HB6	6-4⅞x6	672	17.	500	150-1800	7-4½x16½	Y	BL 7641	4	Tim T18000	CF	R	6.04-10.5	Tim 36000	Ws4rIA	692	1030	a	TD	134	9⅛x3¼x3/16	C
♦143	....(D) 512	4R	8334	205	235	38000	13500	9.00/20D	10.00/22	Cum HB6	6-4⅞x6	672	17.	500	150-1800	7-4½x16½	Y	BL 7641	4	Tim SW252	WF	R	6.20-9.25	Tim 36000	Ws4rIA	800	1194	a	TD	120	9⅛x3¼x3/16	C
♦144	....(D) 520	2F	7886	214	239	40300	12200	9.00/20D	11.00/22	Cum HB6	6-4⅞x6	672	17.	500	150-1800	7-4½x16½	Y	BL 7641	4	Tim 75738	2F	H	6.85-9.41	Tim 36000	Ws4rIA	782	1158	a	TD	127	9⅛x3¼x3/16	C
♦145	....(D) 522	2F	8061	214	239	46000	12150	9.00/20D	11.00/22	Cum HB6	6-4⅞x6	672	17.	500	150-1800	7-4½x16½	Y	BL 7641	4	Tim 76800	2F	H	6.02-9.2	Tim 36000	Ws4rIA	782	1158	a	TD	127	9⅛x3¼x3/16	C
♦146	....(D) 523	4R	9149	214	239	42000	13700	9.00/20D	11.00/24	Cum HB6	6-4⅞x6	672	17.	500	150-1800	7-4½x16½	Y	BL 7641	4	Tim 76800	WF	R	5.40-10.2	Tim 36000	Ws4rIA	800	1194	a	TD	127	9⅛x3¼x3/16	C
♦147	....(D) 524	4R	9410	214	239	54000	14700	10.00/20D	11.00/24	Cum HB6	6-4⅞x6	672	17.	500	150-1800	7-4½x16½	Y	BL 7641	4	Tim SW452	WF	R	6.0-11.7	Tim 36000	Ws4rIA	980	1450	a	TD	127	9⅛x3¼x3/16	C
♦148	527	4R	5942	204	234	35000	11000	9.00/20D	10.00/22	Bud LO525	6-4½x5½	525	5.5	385	135-2200	7-3x11½	Y	Fu 5A-620	5	Tim SW-252	WF	R	6.20-9.25	Tim 35100	Ws4rIA	800	1194	a	TD	120	7½x3¼x½	C
♦149	528	4R	7289	211	236	39000	12400	10.00/20D	11.00/24	Bud LO525	6-4½x5½	525	5.5	385	135-2200	7-3x11½	Y	Fu 5A-620	5	Tim SW3000	WF	R	5.40-10.2	Tim 35100	Ws4rIA	800	1194	a	TD	127	7½x3¼x½	C
♦150	....(D) 546	4R	6909	204	234	33500	10950	9.00/20D	10.00/22	Cum AA6	6-4x5	377	17.	270	100-2200	7-3⅞x	Y	Fu 5A-430	5	Tim SW252	WF	R	6.20-9.25	Tim 32502	L6IHV	636	1093	a	TX	120	7½x3¼x½	C
♦151	556	4R	5429	204	234	35000	10750	9.00/20D	10.00/22	Her WXLC3	6-4¼x4¾	404	5.5	294	118-2800	7-2⅝x10 11/16	Y	Fu 5A430	5	Tim SW252	WF	A	5.00-11.0	Tim 35100	L4rIHV	800	1194	a	TX	120	7½x3⅛x½	C
152	Marmon-Herr.																															
153	...... DSD200-6		* 5980	167	Op	19500	8065	7.00/20D	7.00/20	Her JXC	6-3¾x4¼	282	5.3	196	84-2800	7-2½x10 11/16	N	Ful 5A33	5	Wis MH1100	2F	R	*-7.36	WH 110	L6IH	549	930	a	TX	84	7 11/16x2½x¼	P
154	...... DSD300-6		* 6700	167	Op	25500	9025	7.50/20D	8.25/20	Her JXD	6-4x4¼	320	5.3	224	95-2800	7-2½x10 11/16	N	Ful 5A33	5	Wis MH1111	2F	R	*-7.66	WH 111	L6IH	600	1055	a	TX	84	7 11/16x2½x¼	P
155	...... DSD400-6		* 7700	158	Op	26500	9600	8.25/20D	9.00/20	Her WXC3	6-4¼x4½	383	5.0	260	106-2800	7-2⅝x13¼	Y	Ful 5A430	5	Wis MH1111	2F	R	*-9.33	WH 111	L6IH	600	1055	a	FD	72	9 11/16x3x¼	P
156	...... DSD500-6		* 9015	158	Op	32500	10400	8.25/22D	9.00/20	Her WXLC3	6-4¼x4¾	404	5.0	293	118-2800	7-2⅝x13¼	Y	Ful 5A430	5	TW MH1133	2F	R	*-9.33	WH 113	Ws6IA	726	1300	a	FD	72	9 11/16x3x¼	P
157	...... DSD600-6		*10570	173	Op	32500	12200	9.00/20D	9.00/20	Her RXB	6-4½x5¼	501	5.4	330	110-2200	7-3x13¼	Y	Ful 5A620	5	TW MH1133	2F	R	*-8.43	WH 113	Ws6IA	726	1300	a	FD	84	9 11/16x3x¼	P
158	...... DSD800-6		*11920	173	Op	42000	14475	9.75/20D	9.75/22	Her RXC	6-4⅝x5¼	529	4.9	390	131-2200	7-3x13¼	Y	Ful 5A620	5	TW MH1144	2F	R	*-8.14	WH 114	Ws6IA	1056	1626	a	FD	84	10 3/16x3x3/16	P
159	..... DSD900-6		*14000	192	Op	42000	17590	9.75/20D	9.75/22	Her HXD	6-5½x6	855	4.5	555	180-2200	7-3½x16⅝	Y	Ful 4A86	4	TW MH1144	2F	R	*-9.11	WH 114	Ws6IA	1056	1626	a	FD	96	10 3/16x3x⅜	P
160	..... DSD1000-6		*16000	198	Op	52000	19200	10.50/20D	10.50/24	Her HXE	6-5¾x6	935	4.5	610	198-2200	7-3½x16⅝	Y	Ful 4A86	4	TW MH1155	2F	R	*-9.11	WH 115	Ws6IA	1056	1626	a	FD	102	10¼x3x⅜	P

(*) Price includes Chassis & Cab. ▲ International—6-cylinder Diesel engine Model AA-600 available in these chassis. Diesel Model HB-600 also available in DRD-346-T. ‡ Includes Cab. ♦ Denotes new models or change in specifications.

Line Number	MAKE AND MODEL	Chassis List Price	WHEEL-BASE Minimum Standard	WHEEL-BASE Maximum Standard	Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	TIRE SIZES D-dual rear S-single rear: Standard Front and Rear	TIRE SIZES: Maximum Authorized Tire Size (Duals unless noted)	ENGINE DETAILS: Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Main Bearings: Number, Diameter and Length	Governor Standard	TRANS-MISSION: Make and Model	Forward Sp'ds	REAR AXLE: Make and Model	Gear and Type	Drive & Torque	Gear Ratio Range in High	FRONT AXLE: Make and Model	BRAKES SERVICE: Make Location Type Operat'n	Lining Area	Drum Area	Drum Material	Hand Location Type	C-A Dimension (Min. Std. W. B.)	FRAME: Side Rail Dimensions	FRAME: Type
	Marmon-Herr. Cont.																														
1	(D) DDSD200-6	* 7255	167	Op	19500	8465	7.00/20D	7.00/20	Her DJXB	6–3½x4½	260	14.	178	79–2600	7–3x10 7/16	N	Ful 5A33	5	W MH1100	2F	R	*–6.66	WH 110	L6IH	549	930	a	TX	84	7 1/4 x2 1/16 x 1/4	P
2	(D) DDSD300-6	* 7975	167	Op	25500	9425	7.50/20D	8.25/20	Her DJXC	6–3¾x4½	298	14.	208	83–2600	7–3x10 7/16	N	Ful 5A33	5	W MH1111	2F	R	*–6.41	WH 111	L6IH	600	1055	a	TX	84	7 1/16 x2 1/16 x 1/4	P
♦ 3	(D) DDSD600-6	*13025	173	Op	32500	12800	9.00/20D	9.00/20	Her DRXB	6–4⅜x5¼	474	14.	360	121–2200	7–3x13¼	Y	Ful 5A620	5	TW MH1133	2F	R	*–7.66	WH 113	Ws6IA	726	1300	a	FD	84	9 1/16 x3x 1/4	P
4	(D) DDSD800-6	*14375	173	Op	42000	15060	9.75/22D	9.75/22	Her DRXB	6–4⅜x5¼	474	14.	350	124–2200	7–3x13¼	Y	Ful 5A620	5	TW MH1144	2F	R	*–8.14	WH 114	Ws6IA	1056	1626	a	FD	84	10 1/8 x3x 1/4	P
5	(D) DDSD900-6	*16650	192	Op	42000	18325	9.75/20D	9.75/22	Her DHXB	6–5x6	707	14.	530	176–1800	7–3¾x17	Y	Ful 4A86	4	TW MH1144	2F	R	*–8.14	WH 114	Ws6IA	1056	1626	a	FD	96	10 1/8 x3x 5/16	P
6	(D) DDSD1000-6	*18400	198	Op	52000	19950	10.50/20D	10.50/24	Her DHXB	6–5x6	707	14.	530	176–1800	7–3¾x17	Y	Ful 4A86	4	TW MH1155	2F	R	*–8.14	WH 115	Ws6IA	1056	1626	a	FD	102	10 1/8 x3x 5/16	P
♦ 7	.....(c) JJ5–6	* 2670	156	156	22000	5875	6.00/20D	7.50/20	Ford V8	8–3 1/16 x3¾	239	6.1	170	95–3600	3–2.5x4.71	N	Ford	4	Tim Ford	8F	R	**–6.67	Own IX4–11	FO6IH	503	836	ac	TX	82 1/8	7 1/16 x3x 1/4	TL
♦ 8	.....(c) JJ6–6	* 2717	180	180	22000	5997	6.00/20D	7.50/20	Ford V8	8–3 1/16 x3¾	239	6.1	170	95–3600	3–2.5x4.71	N	Ford	4	Tim Ford	8F	R	**–6.67	Own IX4–11	FO6IH	503	836	ac	TX	106 1/8	7 1/16 x3x 1/4	TL
♦ 9	(c) (c.o.e.) JJ5–6	* 2899	156	156	22000	6045	6.00/20D	7.50/20	Ford V8	8–3 1/16 x3¾	239	6.1	170	95–3600	3–2.5x4.71	N	Ford	4	Tim Ford	8F	R	**–6.67	Own IX4–12	FO6IH	503	836	ac	TX	115 1/8	7 1/16 x3x 1/4	TL
♦ 10	(c) (c.o.e.) JJ6–6	* 2940	180	180	22000	6167	6.00/20D	7.50/20	Ford V8	8–3 1/16 x3¾	239	6.1	170	95–3600	3–2.5x4.71	N	Ford	4	Tim Ford	8F	R	**–6.67	Own IX4–12	FO6IH	503	836	ac	TX	139	7 1/16 x3x 1/4	TL
	Sterling																														
♦ 11	(16)HBT128 2F	4840	181	227	32000	10625	9.00/20D	9.75/20	Wau 6MZR	6–4¼x4¾	404	5.3	286	99–2400	7–2⅝x12½	Y	Fu 5A430	5	TimSBT252H	8F	L	5.57–7.80	Tim 35000N	L4rIHV	504	968	a	TX	102	9x3¼x¼	A
♦ 12	(15–16)HWS128 4R	5325	181	227	32000	10775	9.00/20D	9.75/20	Wau 6MZR	6–4¼x4¾	404	5.3	286	99–2400	7–2⅝x12½	Y	Fu 5A430	5	Tim SW251H	WF	L	6.20–10.40	Tim 35000N	L4rIHV	504	968	a	TX	102	9x3¼x¼	A
♦ 13	(15–16)JWS160 4R	8165	201	241	40000	12775	9.75/20D	10.50/20	Wau6SRKR	6–4⅝x5½	517	5.5	368	125–2300	7–3x13¼	Y	Fu 5A62	5	Tim SW352W	WF	L	6.00–10.67	Tim 26452N	Ws4rIA	800	1348	a	TX	122	9x3¼x¼	A
♦ 14	(15–16)HWS235S4R	9090	201	241	50000	13575	10.50/20D	10.50/24	Wau6SRKR	6–4⅝x5½	517	5.5	368	125–2300	7–3x13¼	Y	Fu 5A62	5	Tim SW452W	WF	L	6.00–10.25	Tim 27452N	Ws4rIA	800	1316	a	TX	122	9¼x3 5/8 x 5/8	A
♦ 15	(16)HCS235 4R	10820	211	251	52000	15250	9.75/22D	10.50/24	Wau6SRKR	6–4⅝x5½	517	5.5	369	125–2300	7–3x13¼	Y	Fu 5A62	15	Own SR255W	CD	R	10.73–13.25	Tim 27452N	Ws4rIA	868	1368	s	JX	123	9¼x3 5/8 x 5/8	A
♦ 16	(16)HCS265 4R	12350	211	251	60000	16400	10.50/20D	11.25/24	Wau 6RBR	6–5x5¾	677	5.3	492	152–2200	4–3½x11	Y	Fu 4B86	12	Own SR265W	CD	R	10.76–13.56	Tim 27452N	Ws4rIA	868	1368	s	JX	123	9¼x3 5/8 x 5/8	A
17	(16)HCS297 4R	13850	211	251	70000	18300	10.50/24†$	11.25/24‡$	Wau 6RBR	6–5x5¾	677	5.3	492	152–2200	4–3½x11	Y	Fu 4B86	12	Own SR330W	CD	R	10.76–15.37	Tim 27452N	Ws4rIA	988	1552	a	JX	123	9¼x3 5/8 x 5/8	Y
18	(16)HCS330 4R	15200	180	180	80000	20100	10.50/24††$	11.25/24‡‡$	Wau 6RBR	6–5x5¾	677	5.3	492	152–2200	4–3½x11	Y	Fu 4B86	12	Own SR330W	CD	R	10.76–15.37	Tim 27451N	Ws4rIA	988	1552	a	JX	99	12x3 1/2 x 3/4	Y
	Truckstell																														
♦ 19	(c)TRC–2X400 2F	1859	157	218	26000	6100	7.50/20xD	8.25/20	Chev	6–3 1/16 x3 1/16	235	6.61	192	93–3000	4–2 5/16 x5 1/16	N	Chev	4	Eat 1475	8Fd	H	6.5–9.02	Chev	B6IHV	511	729	a	2I	83	7 1/16 x3x 1/16	C
♦ 20	(c)TRC–2X400 2F	2113	154	204	27000	6250	7.50/20xD	8.25/20	Chev	6–3 1/16 x3 1/16	235	6.61	192	93–3000	4–2 5/16 x5 1/16	N	Chev	4	Eat 1475	8Fd	H	6.5–9.02	Chev	B6IHV	511	729	a	2I	83	7 1/16 x3x 1/16	C
21	(c)TRC–4XC26C 4R	2114	141	212	26000	6500	7.50/20xD	8.25/20	Chev	6–3 1/16 x3 1/16	235	6.61	192	93–3000	4–2 5/16 x5 1/16	N	Chev-0	8	Chev	8Fd	H	**–6.4	Chev	C6IHV	511	729	a	2I	66	7 1/16 x3x 1/16	C
22	(c)TRC–4XC27C 4R	2363	116	186	27000	6690	7.50/20xD	8.25/20	Chev	6–3 1/16 x3 1/16	235	6.61	192	93–3000	4–2 5/16 x5 1/16	N	Chev-0	8	Chev	8Fd	H	**–6.4	Chev	C6IHV	511	729	a	2I	71	7 1/16 x3x 1/16	C
23	(c)TRF–2X250 2F	1694	155	252	22000	5900	7.00/20xD	8.25/20	Ford	8–3 1/16 x3¼	239	6.2	170	95–3600	3–2.5x4.7	N	Ford	4	Eat 1350	8Fd	H	5.83–8.57	Ford	F6IHV	501	836	a	TX	81½	7 1/16 x3x 1/16	C
24	(c)TRF–2X400 2F	1837	156	253	26000	6000	7.50/20xD	8.25/20	Ford	8–3 1/16 x3¼	239	6.2	170	95–3600	3–2.5x4.7	N	Ford	4	Eat 1460	8Fd	H	6.5–9.02	Ford	F6IHV	501	836	a	TX	83	7 1/16 x3x 1/16	C
25	(c)TRF–2X250 2F	1969	122	241	23000	5950	7.00/20xD	8.25/20	Ford	8–3 1/16 x3¼	239	6.2	170	95–3600	3–2.5x4.7	N	Ford	4	Eat 1350	8Fd	H	5.83–8.57	Ford	F6IHV	501	836	a	TX	81½	7 1/16 x3x 1/16	C
26	(c)TRF–2X400 2F	2112	123	242	27000	6050	7.50/20xD	8.25/20	Ford	8–3 1/16 x3¼	239	6.2	170	95–3600	3–2.5x4.7	N	Ford	4	Eat 1460	8Fd	H	6.5–9.02	Ford	F6IHV	501	836	a	TX	83	7 1/16 x3x 1/16	C
27	(c)TRF–4XF26F 4R	2168	143	210	26000	6600	7.50/20xD	8.25/20	Ford	8–3 1/16 x3¼	239	6.2	170	95–3600	3–2.5x4.7	N	Ford-0	8	Ford	8Fd	H	6.88–7.87	Ford	F6IHV	501	836	a	TX	67¾	7 1/16 x3x 1/16	C
28	(c)TRF–4XF29E 4R	2455	143	210	29000	7200	7.50/20xD	8.25/20	Ford	8–3 1/16 x3¼	239	6.2	170	95–3600	3–2.5x4.7	Y	Ford-0	8	Eat 1350	8Fd	H	6.88–9.56	Ford	F6IHV	501	836	a	TX	67¾	7 1/16 x3x 1/16	C
29	(c)TRF–4XF27F 4R	2452	117	180	27000	6720	7.50/20xD	8.25/20	Ford	8–3 1/16 x3¼	239	6.2	170	95–3600	3–2.5x4 7	N	Ford-0	8	Ford	8Fd	H	6.88–7.87	Ford	F6IHV	501	836	a	TX	77¼	7 1/16 x3x 1/16	C
30	(c)TRF–4XF30E 4R	2738	117	180	30000	7380	7.50/20xD	8.25/20	Ford	8–3 1/16 x3¼	239	6.2	170	95–3600	3–2.5x4.7	Y	Ford-0	8	Eat 1350	8Fd	H	6.88–9.56	Ford	F6IHV	501	836	a	TX	77¼	7 1/16 x3x 1/16	C

† Rear 11.25/24. †† Rear 12.00/24. ‡ Rear 12.75/24. ‡‡ Rear 13.50/24. x Front 7.00/20. * Prices include chassis and cab. ♦ Denotes new models or change in specifications.

New Truck Registrations by Makes by Months

		Auto-car	Brock-way	Chev-rolet	Dia-mond T	Dodge	Fed-eral	Ford	G.M.C.	Hud-son	Inter-nat'l	Mack	Ply-mouth	Reo	Ster-ling	Stude-baker	White*	Willys	Misc.	Total
January	1940	143	117	15,997	536	4,345	153	13,282	3,142	56	5,538	572	718	11	22	85	434	173	326	45,650
January	1939	143	127	13,615	378	4,002	85	10,188	2,384	47	4,709	482	507	168	25	169	348	88	250	37,715
February	1940	94	92	14,145	425	4,341	113	12,092	2,724	60	5,009	425	767	4	31	101	380	182	351	41,336
February	1939	134	98	12,007	308	3,821	79	9,224	2,218	44	4,284	398	510	159	29	143	275	97	274	34,102
March	1940	137	123	18,398	573	5,356	161	14,993	3,457	76	6,943	534	949	6	24	154	680	233	316	53,093
March	1939	150	168	16,565	392	4,852	122	11,886	2,772	39	5,507	483	879	175	17	190	373	148	365	45,083
April	1940	156	102	19,429	563	5,654	152	15,444	4,071	92	7,049	656	1,070	7	35	133	840	222	307	55,982
April	1939	149	139	16,748	518	4,755	152	11,849	3,243	53	5,713	551	1,025	107	24	173	426	145	293	46,063
May	1940	158	143	16,962	501	5,459	151	13,816	4,334	92	6,743	756	1,065	6	25	112	631	225	374	51,553
May	1939	184	177	15,899	427	5,185	173	11,706	3,215	44	5,359	666	1,118	78	45	196	442	166	301	45,381
June	1940	127	121	14,246	533	4,412	116	11,647	3,357	67	6,291	561	902	20	30	103	574	188	209	43,504
June	1939	162	177	14,049	408	4,442	123	10,606	2,740	47	5,105	588	889	53	25	209	446	185	228	40,482
July	1940	160	153	16,384	642	4,731	121	14,447	4,252	64	7,104	718	999	78	28	77	476	248	231	50,913
July	1939	300	170	15,432	436	4,562	116	12,514	2,872	43	5,744	541	946	31	28	229	379	133	271	44,747
August	1940	112	137	17,053	587	4,724	121	12,380	3,900	34	7,397	661	685	93	30	92	470	214	290	48,980
August	1939	185	146	14,327	449	4,709	158	12,090	3,031	28	6,101	524	793	28	38	238	377	92	209	43,523
September	1940	134	131	11,394	530	3,488	134	10,804	3,204	34	7,081	639	434	99	22	74	551	206	265	39,224
September	1939	191	157	9,132	496	4,169	159	7,288	3,091	11	6,297	558	439	18	23	165	497	99	195	32,983
October	1940	429	247	14,901	601	3,928	140	14,380	3,212	49	7,755	842	568	104	29	109	588	172	282	48,356
October	1939	183	181	13,091	570	3,244	251	7,694	3,188	10	7,136	774	515	20	26	162	464	145	269	37,923
November	1940	156	171	15,990	459	3,995	121	14,264	3,356	62	5,335	760	627	103	37	45	839	121	177	46,618
November	1939	157	154	14,879	522	2,448	217	12,312	3,383	5	5,160	599	364	8	28	150	417	162	321	41,286
December	1940	149	135	19,119	408	4,182	134	14,781	3,477	75	5,646	630	769	94	28	122	901	107	338	51,095
December	1939	106	121	13,713	508	1,860	202	11,532	2,771	38	4,933	508	309	8	18	86	292	174	281	37,460
12 months	1940	1,956	1,672	194,058	6,358	54,615	1,617	162,356	42,486	761	77,891	7,754	9,573	625	341	1,207	7,344	2,291	3,466	†576,327
12 months	1939	2,044	1,815	169,457	5,412	48,049	1,837	128,889	34,908	409	66,048	6,670	8,294	853	326	2,110	4,736	1,634	3,257	486,748
% change—12 mos.		–4	–8	+14	+18	+14	–12	+26	+22	+86	+18	+16	+16	–27	+5	–43	+55	+40	+7	+19
January	1941	189	155	20,144	447	4,499	125	16,175	9,163	65	7,573	674	866	81	34	231	909	82	300	61,712
January	1940	143	117	15,997	536	4,345	153	13,282	3,142	56	5,538	572	718	11	22	85	422	173	338	45,650
% change—1 month		+32	+32	+26	–17	+4	–18	+22	+192	+16	+37	+18	+21	+636	+55	+172	+115	–53	–11	+35

* Includes Indiana. † Total includes 23 delinquent registrations which cannot be attributed to any one month.

SEMI-TRAILER SPECIFICATIONS

SEMI-TRAILER MAKE MODEL	CHASSIS			TIRE SIZE		FRAME						SPRINGS				BRAKES					AXLE				% Body and Payload on Axle	Landing Gear Type	Distance: Kingpin to Front of Frame	Fifth Wheel Width
	Price (f. o. b. factory—see Note)	Maximum Body and Payload Rating (based on Axle Rating)	Chassis Weight (includes weight of items included in Price)	Standard (Dual)	Maximum Size Recommended (Dual)	Length: Standard (ft.)	Length: Longest Standard (at Extra Cost)	Height (in.)	Side-Rail Size and Type	Drop (in.	No. and Type of Cross-Members	Size	Number Leaves	Helper Springs	Number Helper Leaves	Make, Type and Actuation	Drum Diameter and Width	Drum Material	Brake Lining Area	Automatic Emergency	Make	Beam Section Dimension	Beam Type	Spindle Diameter (at Inner Bearing)				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
TWO-WHEEL																												
GRAMM																												
DF-40 (HT)	825	21000	3150	7.00/20	9.00/20	20	30	38	9⅝x3x1¼	5	7C	51x3	12	Y	7	TMV	16½x4	CN	296	Y	Ti	4½x1½	Tu	2¹¹/₁₆	52	H	15	33
DF-75 (HT)	1035	25000	3350	8.25/20	10.00/20	20	30	40	9⅝x3x1¼	5	7C	51x3	13	Y	8	TMV	16½x5	CN	370	Y	Ti	4½x⅝	Tu	2⅞	52	H	15	33
DF-85 (HT)	1245	30000	3750	9.00/20	11.00/20	20	30	41½	9⅝x3x1½	5	7C	51x3	14	Y	9	TMV	16½x6	CN	444	Y	Ti	5x1½	Tu	3¼	52	H	15	33
DF-95 (HT)	1545	34000	4050	10.50/20	12.00/20	20	30	43	9⅝x3x1½	5	7C	51x3	15	Y	10	TMV	16½x6	CN	444	Y	Ti	5x1½	Tu	3¼	52	H	15	33
DF-41	920	21000	3150	7.00/20	9.00/20	20	30	31	10⅛x2¾x¼C	14	7C	51x3	12	Y	7	TMV	16½x4	CN	296	Y	Ti	4½x1½	Tu	2¹¹/₁₆	52	H	15	33
DF-76	1130	25000	3350	9.25/20	10.00/20	20	30	32½	10⅛x2¾x¼C	14	7C	51x3	13	Y	8	TMV	16½x5	CN	370	Y	Ti	4½x⅝	Tu	2⅞	52	H	15	33
DF-86	1365	30000	3750	9.00/20	11.00/20	20	30	34	10¼x2¾x⅜C	14	7C	51x3	14	Y	9	TMV	16½x6	CN	444	Y	Ti	5x1½	Tu	3¼	52	H	15	33
DF-96	1665	34000	4050	10.50/20	12.00/20	20	30	36	10¼x2¾x⅜C	1	7C	51x3	15	Y	10	TMV	16½x6	CN	444	Y	Ti	5x1½	Tu	3¼	52	H	15	33
DF-42 (HT)	1020	21000	3350	7.00/20	9.00/20	20	30	21	9⅝x3x1¼	22	7C	51x3	12	Y	7	TMV	16½x4	CN	296	Y	Ti	4½x1½	Tu	2¹¹/₁₆	52	H	15	33
DF-77 (HT)	1230	25000	3550	8.25/20	10.00/20	20	30	22½	9⅝x3x1¼	22	7C	51x3	13	Y	8	TMV	16½x5	CN	370	Y	Ti	4½x⅝	Tu	2⅞	52	H	15	33
HIGHWAY																												
20-B	780	22000	2900	7.00/20	8.25/20	20	28	41⅛	10x3¼x1¼	5	4C3J	3x45	10	Y	5	OMV	17¼x4	H	288	O	Ow	2½x3¼	Re	2¹¹/₁₆	53	H	38	30
20-C	945	28000	3280	9.75/20	9.75/20	20	28	44⅛	10x3¼x1¼	5	4C3J	3x45	12	Y	6	OMV	17¼x4	H	288	O	Ow	2½x3½	Re	2¹³/₁₆	53	H	38	30
20-D	1145	32000	3970	9.00/20	10.50/20	20	28	47⅞	12x3⅜x⅛	5	4C3J	3x45	15	Y	6	OMV	17½x5½	H	390	O	Ow	2¼x4½	Re	3⅝	53	H	38	30
20-BA	980	22000	3150	7.00/20	8.25/20	20	28	41⅛	10x3¼x1¼	5	6C1J	3x45	10	Y	5	OMV	17¼x4	H	288	O	Ow	2½x3¼	Re	2¹¹/₁₆	53	A	24	30
20-CA	1145	28000	3570	9.25/20	9.25/20	20	28	44½	10x3¼x1¼	5	6C1J	3x45	12	Y	6	OMV	17¼x4	H	288	O	Ow	2¾x3½	Re	2¹¹/₁₆	53	A	24	30
20-DA	1345	32000	4200	9.00/20	10.50/20	20	28	47⅞	12x3⅜x⅛	5	6C1J	3x45	15	Y	6	OMV	17½x5½	H	390	O	Ow	3¼x4½	Re	3⅝	53	A	24	30
20-B-DF	880	22000	3010	7.00/20	8.25/20	20	28	32½	10x3¼x1¼	18	4C3J	3x45	10	Y	5	OMV	17¼x4	H	288	O	Ow	2½x3¼	Re	2¹¹/₁₆	56	H	38	30
20-C-DF	1045	28000	3390	8.25/20	9.75/20	20	28	33½	10x3¼x1¼	18	4C3J	3x45	12	Y	6	OMV	17¼x4	H	288	O	Ow	2¾x3¼	Re	2¹¹/₁₆	56	H	38	30
20-D-DF	1245	32000	4100	9.00/20	10.50/20	20	28	36	10x3¼x1¼	18	4C3J	3x45	15	Y	6	OMV	17¼x5½	H	390	O	Ow	2¾x4½	Re	3⅝	56	H	38	30
KINGHAM																												
R-30	885	22500	2890	7.50/20	10.00/20	20	30	47	10x⅜x2¾	6	7C	46x3½	15	Y	5	OMV	16½x4	CN	282	Y	Ow	4½x1½	Tu	2¼	55	H	16	30
R-40	1170	29300	3580	9.00/20	12.00/20	22	30	49	10x⅝x2¾	6	7C	46x3½	15	Y	5	OMV	16½x5	CN	352	Y	Ow	5x1½	Tu	3	55	H	16	36
HD-30	825	22500	3100	7.50/20	10.00/20	20	30	47	10x⅜x2¾	6	7C	46x3½	15	Y	5	OMV	16½x4	CN	282	Y	Ow	4½x1½	Tu	2¼	55	H	16	30
H-40	1130	29300	3880	9.00/20	12.00/20	22	30	49	10x⅝x2¾	6	7C	46x3½	15	Y	5	OMV	16½x5	CN	352	Y	Ow	5x1½	Tu	3	55	H	16	36
TRUCK ENGINEERING																												
2SF	720	18000	2600	7.00x20	8.25x20	16	22	39	9x2¼x¼C	5	7C	45x2½	14	Y	9	TMV	16½x4	Al	292	Y	Ti	4½x1½	Tu	2¹¹/₁₆	57	H	15	30
3SF	890	22000	3000	7.50x20	9.00x20	16	24	41	10x2½x¼C	5	7C	46x3	15	Y	5	TMV	16½x5	Al	364	Y	Ti	4½x⅝	Tu	2⅛	57	H	15	30
4SF	1160	26000	3800	9.00x20	10.00/20	18	26	42½	10x2½x⅜C	5	9C	50x3	17	Y	6	TMV	16½x6	Al	439	Y	Ti	5x1½	Tu	3¼	58	H	15	33
5SF	1320	30000	4400	10.00/20	12.00/24	18	28	43½	10x2½x⅜C	5	9C	50x3½	17	Y	7	TMV	17¼x5½	Al	438	Y	Ti	5½x1½	Tu	3¹¹/₁₂	58	H	15	33
FOUR-WHEEL	**SE**	**MIS**																										
KINGHAM																												
H30T	1303	24000	4480	7.50/20	8.25/20	18	30	50	10x2¾x1¼	6	7C	44x2½	11	N	N	OMV	16½x4	CN	564	Y	Ow	4x1½	Tu	2⅝	66	H	16	30
HD30T	1335	30000	4710	7.50/20	10.00/20	20	30	51	10x2⅝x⅜	6	7C	46x3½	13	N	N	OMV	16½x4	CN	564	Y	Ow	4½x1½	Tu	2¼	65	H	16	30
H40T	1865	38000	5925	9.00/20	10.00/20	22	30	53	10x⅝x2¾	6	7C	48x3½	15	N	N	OMV	16½x5	CN	704	Y	Ow	5x1½	Tu	3	68	H	16	36

ABBREVIATIONS:

HT—Hi-Tensile Frame
N—No
O—Optional
Y—Yes

COLUMN 10
C—Channel

COLUMN 12
C—Channel
J—Jaw

COLUMN 17
Makes:
O—Own
T—Timken

Types:
M—Mechanical

Actuation:
V—Vacuum

COLUMN 19
Al—Alloy iron
CN—Chrome-Nickel-iron
H—Hi-Lite

COLUMN 22
Ow—Own
Ti—Timken

COLUMN 24
Re—Rectanguler
Tu—Tubular

COLUMN 27
A—Full Automatic
H—Manual

Notes:

Column 2 gives the price of the chassis, f.o.b. factory. The price includes the following: standard length chassis; standard tires; power brakes; landing gear; tail and stop light; upper half of fifth wheel, and brake and electrical connections and fittings that are considered part of the railer's equipment.

Column 3. The maximum body and payload rating of the semi-trailer is based on the axle rating in Column 26.

Column 4. Weight of complete chassis includes weigh of items included in price in Column 2.

Column 8 gives the longest frame length available as a standard option at extra cost. Special lengths longer than the longest standard length are available also at extra cost.

Column 9. Frame height is the distance from the ground to top of frame over the rear axle with standard tires, loaded.

LUBRICANT AND COOLING CAPACITIES OF MOTOR TRUCKS

INCLUDING LUBRICANT CAPACITIES OF ENGINE • TRANSMISSION • REAR AXLE

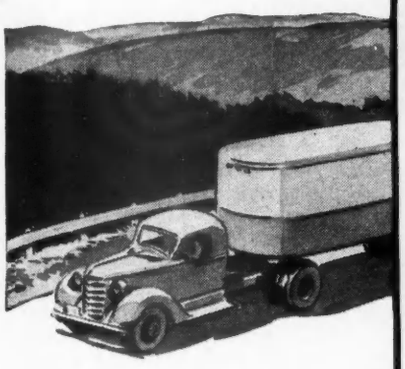
a—2-speed rear, 8 qt.
b—Double reduction rear, 6½ qt.
c—Double reduction rear, 9 qt.
d—Front axles same as rear.
e—10 summer, 14 winter.
f—2-speed rear, 13 to 15.
g—2-speed rear, 18.
h—Auxiliary transmission and power divider require 8½ qt. additional.
i—Each axle.
j—10 summer, 15 winter.
k—18 pt. summer, 24 pt. winter.
m—8 pt. summer, 12 pt. winter.
n—Capacity of jackshaft unit.
p—Auxiliary transmission requires 6 pt. additional.
q—Auxiliary transmission requires 10 pt. additional.
r—Auxiliary transmission requires 14 pt. additional.
s—This figure for overdrive transmission Direct drive requires 18 pt.
x—Auxiliary transmission requires 5 pt. additional.
y—Auxiliary transmission requires 12 pt. additional.

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY			Cooling System Capacity, Quarts
	Engine Quarts	Transmission Pints	Rear Axle Pints	
AUTOCAR				
A, UA	6	8	8	22
B, UB	6	12	14	22
RL, RLD, RM, RMT, 1TR, 6X2RL, RLS, URLS	10	14	12	23
D, DP	10	14	12	39
UD, 1UTR	10	14	12	37
UDP, 6X2UD	10	14	12	37
S	12	30	18	39
N, DH, 3TR	12	14	18	39
6X2NF	12	18	18	39
DF, 2TR, 6X2DF	12	14	12	39
T, NF, 5TR, 6X2T, UNF, UT, 4UTR, 5UTR, 6X2UNF, 6X2UT	12	18	18	41
UN, 2UTR, 3UTR, 6X2UN, US	12	14	18	41
UDF	12	14	12	41
C	12	30	18	41
4X4DF,4X4N	12	19	.....	39
4X4NF	12	23	.....	39
4X4S	12	23	.....	41
6X4DF	12	14	.....	39
6X4TO, 6X4UTO, 6X4UTD	12	18	.....	41
6X4TD	12	30	.....	41
6X4TC	12	30	28	41
RB, URB	10	12	12	23
C10, C10T, U10, U10T	6	9	8	22
C20, C20T, U20, U20T	6	12	12	22
C30, C30T, U30, U30T	10	12	12	23
C40, U40	10	14	12	23
C40T, C40D, C4062, U40T, U40D, U4062	10	14	14	23
C4064	10	14	12 i	23
C50T, U50T	10	14	14	23
C50D	10	16	20	23
C60	12	14	14	39
U60	12	14	14	37
C60T, C70, C70T, C70D, C7062	12	14	20	39
U60T, U70T, U80, U80T, U80D, U8062	12	14	18	41
U60D	12	14	18	37
U70, U7062	12	14	20	41
C7044	12	14 x	.....	39
C7064	12	14	12 i	39
U7064	12	14	12 i	41
C80, C80T, C8062	12	14	18	39
C80D	12	14 y	18	39
C8044	12	14 x	.....	41
C8064, U8064	12	14	16 i	41
C90, C90T, U90, U90T	12	14	18	41
C90D	12	14 y	.....	41
U90D	12	24	.....	41
C9044	20	24 x	.....	48
C9062, U9062	12	14 y	18	41
C9064	12	14 y	.....	41
U9064	12	14	.....	41
DC100T	16	24 y	18	46
DC100D	16	26 y	.....	46
DC10044	16	24 x	.....	46
DC10062	16	26 y	18	46
DC10064	16	24	.....	46
DU100T, DU10062	20	26	18	41
DU10064	20	26	.....	41
BANTAM				
60	3	2½	2½	4
65	3	2½	2½	5½
BROCKWAY				
78 (1926-40)	5	6	6	15½
83 (1936-40)	5	6	6	19½

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY			Cooling System Capacity, Quarts
	Engine Quarts	Transmission Pints	Rear Axle Pints	
BROCKWAY—Cont.				
88 (1936-40)	5	6	8	19½
94 (1936-40)	5	5½	12	19½
96, 110, 125X, (1936-40)	8	5½	8	28
112, (1938-40)	7	5½	8	22
128 (1938-40)	7	5½	12	22
130, 145 (1936-40)	8	5½	12	28
150X4 (1936-40)	8	8½	12	28
150X5 (1936-40)	8	16	12	28
160X, 36XSBT, 165X, (1936-40)	8	16	12	30
170X (1936-40)	10	24	11	29
180XSBT Spec. (1936)	10	24	13	30
175X, 195X (1936-40)	10	24	12	29
220X (1936-40)	10	24	17	29
240X (1936-40)	10	24	12	31
260X (1936-40)	10	23	17	31
148 (1941)	7	12	12	22
147 (1941)	7	12	16	22
152, 153, (1941)	8	16	12	28
154 (1914)	8	16	16	28
156 (1941)	8	16	18	28½
162 (1941)	8	16	12	29
166 (1941)	8	16	12	29½
CHEVROLET				
½ Ton (1934-35)	5	2½	4½	10½
1½ Ton (1934-35)	5	6½	6½	10½
½ Ton (1936)	5	2½	4½	15
1½ Ton (1936)	5	6½	7	15
½, ¾, 1 Ton (1937-38)	5	1½	4½	14
1½ Ton (1937-38)	5	7	9	14
½, ¾ Ton (1939-41)	5	1½	4½	14
1½ Ton (1939)	5	5½	9	14
1½ Ton (1940-41)	5	5½	11	14
C.O.E. (1939)	5	5½	9	16½
C.O.E. (1940-41)	5	5½	11	16½
CORBITT				
12B (1937)	6	8	12	26
22B (1937)	8	24	14	30
14BT (1937)	8	8	8	26
18BT (1937)	8	24	14	30
22BT (1937)	10	30	15	38
27DT (1937)	10	30	16	38
12B (1938-41)	5	8	12	26
13B (1938-41)	5	8	8	27
17B, 17BT (1938-41)	7	12	14	28
21B (1938-41)	8	16	15	30
26D (1938-41)	8	16	16	30
14BT (1938-41)	7	12	8	29
18BT (1938-41)	8	16	14	31
22BT (1938-41)	10	24	15	38
27DT, F27, 27BT (1938-41)	10	24	16	38
F12 (1938-41)	5	8	12	27
F14 (1938-41)	7	8	8	28
F18 (1938-41)	8	8	9	30
F19 (1938-41)	7	12	9	28
F23 (1938-41)	10	16	11	38
F35	10	24	17	38
DIAMOND T				
412DR (1935-37)	8	10	12	24½
512B (1935-37)	8	10	8	24½
512DR, (1935-37)	8	10	15	24½
212A, 212B (1936-37)	6	4½	6	23½
221 (1936-37)	6	4½	6	24
228 (1936-37)	6	4½	8	23½
244, 313 (1936-37)	6	4½	8	24
320, (1936-37)	6	6	8	26½
353, 360 (1936-37)	6	10	8	26½
80 (1936-37)	6	2	5	18

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY			Cooling System Capacity, Quarts
	Engine Quarts	Transmission Pints	Rear Axle Pints	
DIAMOND T—Cont.				
80, 301, 304 (1938)	6	4	4	21
401COE (1938)	6	4	6	23½
402COE (1938)	6	4	8	23½
404, 405 (1938)	6	4	6	22½
406 (1938)	6	4	6	23
507 (1939)	6	6	8	23½
509 (1939)	6	6	6	23
607COE (1939)	6	6	8	26
609COE (1939)	6	10	6	26
611 (1939)	6	7	8	25
612 (1939)	6	10	8	25
613, 614 (1939)	6	10	8	24
412DR, 512DR (1939)	8	18	12	26
512B (1939)	8	18	10	26
201, 305, 306 (1939)	6	4	4	16
201C, 305C (1939)	6	4	5	18
306C (1939)	6	4	6	18
404, 406 (1939)	6	4½	6	23
404C, 509 (1939)	6	4½	6	23
509C, 612C (1939)	6	4½	8	23
612 (1939)	6	4½	8	22
614 (1939)	6	12	8	22
614C (1939)	6	12	8	24
803C (1939)	8	20	10	28
804C (1939)	8	20	12	28
201 (1940)	6	3½	6	16
201C (1940)	6	4½	8	18
306, 306C (1940)	6	4½	8	16½
306SC (1940)	6	4½	8	19
404 (1940)	6	4½	8	18
404C (1940)	6	4½	8	23½
404SC (1940)	6	4½	8	26
406, 509 (1940)	6	4½	9	23½
509C, 612C (1940)	6	4½	9	24
612 (1940)	6	4½	9	23
614, 614C (1940)	6	12	9	31½
803C (1940)	8	20	12	28
804C (1940)	8	20	16	28
805H, 805W (1940)	8	20	20	28
805B, 805BW (1940)	8	20	12	28
805DR, 805DRW (1940)	8	20	12	28
900W (1940)	13	24	14	43½
201 (1941)	6	3½	6	16
201C, 306C (1941)	6	4½	8	18
306 (1941)	6	4½	8	17
306SC (1941)	6	4½	8	19
404, 404C (1941)	6	5	8	23
404SC (1941)	6	5	8	26
406, 509, 612SC (1941)	6	5	9	23
406SC, 509SC (1941)	6	5	9	26
509C, 612C (1941)	6	5	9	24
612 (1941)	6	5	9	22
614 (1941)	6	12	9	22
614C (1941)	6	12	9	23
612SC (1941)	6	5	9	25
614SC (1941)	6	12	9	25
805C (1941)	8	20	12	28
806, 806C (1941)	8	20	16	28
805 (1941)	8	20	20	28
702 (1941)	8	20	12	44
900 (1941)	14	24	14	44
DODGE				
KC, KCL, KH Series, LC	5	2½	3½	15
K32, K33, K34	5	6	5	12
K35, K36, K37, K38, K45, K46, K47, K48	6	5	8	14
K50, K51, K52, K70, K71, K72	8	10	8	23½
LE Series	5	6	4½	16½
LF Series	5	6	8	16

CONTINUED ON PAGE 68



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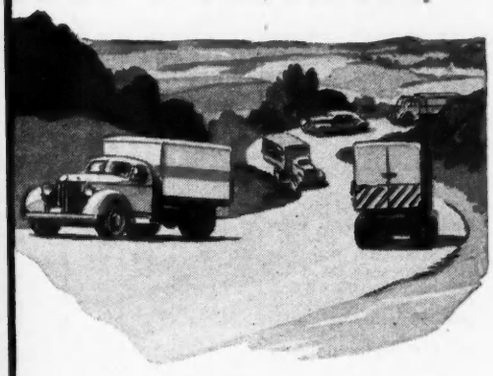

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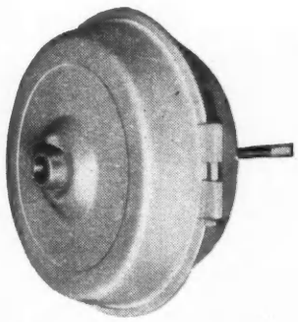

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POWER BRAKING

LUBRICANT & COOLING SYSTEM CAPACITIES—Continued

CONTINUED FROM PAGE 66

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY			Cooling System Capacity, Quarts
	Engine Quarts	Transmission Pints	Rear Axle Pints	
DODGE—Cont.				
LG, LH Series	6	11	14	18
K50V, K51V, K52V, K60V, K61V, K62V	8	11	14	20¾
MC, RC Series (1937-38)	5	3½	3½	16
MD, RD Series (1937-38)	5	3½	4	16
ME, RE Series (1937-38)	5	6	6½	18
MF, RF Series (1937-38)	5	6	8	18
MG, MH, RG, RH Series (1937-38)	5	11	8	19
ML, MK, RL, RK, RU Series (1937-38)	8	11	14	
TC (3-Speed Trans.)	5	3½	3½	15½
TC (4-Speed Trans.)	5	6	3½	15½
TD-15 (3-Speed Trans.)	5	3½	3½	17
TD-15 (4-Speed Trans.)	5	6	3½	17
TD-20, TD-21 (3-Speed Trans)	5	3½	4	17
TD-20, TD-21 (4-Speed Trans)	5	6	4	17
TE (4-Speed Trans.)	5	6	6½	19½
TF (4-Speed Trans.)	5	6	11 a	19½
TF (5-Speed Trans.)	5	11	11 a	19½
TG, TH	5	11	10ab	20½
TL, TK, RO, RP	8	11	7ac	28
TLD, TKD	14	11	7ac	
VC, WC	5	3½	3½	15½
VD-15, WD15	5	3½	3½	17
VD-20, VD-21, WD20, WD21	5	3½	4½	20½
VF, VM, WF, WFM	5	6	11	19½
VG, VH, WG, WH, WGM, WHM	5	11	10ab	20½
VL, VK	8	11	14ac	28
VLD, VKD, WLD, WKD	14	11	14ac	35
FEDERAL				
9 (1937-38)	5	4	4	18
10 (1937-38)	4	4	4	18
11, 11K, M11, 12K, M12, 14K	4½	4	4	15
11H, 14, M14	4½	4	4	15
15, 15H, 15K, 16K, 17K, 18, 18H, 18K, 20, 20H, 20K	4	4	8	25
75, 75H, 75K, 76K, 77K, 80, 80H, 80K	4	4	8	25
29, 29K, 89, 89K	4	13	12	25
29H, 89H	4	13	15	25
25, 25H, 25K, 85, 85H, 85K	4	8	12	25
C7, C8	10	24	22	29
40, 50, 40F	8	9	15	30
62	12½	22	32	34
63	10	22	32	32
7M7	5	5	3	12
8M8	4½	5	3	14
35, 90	7	12	12	28
45, 55, 92, 94	7	10	15	28
FORD				
AA, BB, 4 Cyl. (1929-34)	5	2½	9	13½
BBV8 (1932-34)	5	2½	9	22
51V8 (1935-36)	5	2½	9	25
75V8 (1937)	4	5	9	16
79V8 (1937)	5	5	9	25
81T, 817T (1938)	5	5	9	24
81Y (1938)	5	2½	5	22
82Y (1938)	4	2½	5	16
81C (1938)	5	2½	2½	22
82C (1938)	4	2½	2½	16
91T, 917T, 911W, 91W, 917W, 99T, 997T, 991W, 99W, 997W (1939)	5	5	7	24
91Y, 91C (1939)	5	3	3	22
92Y, 922C (1939)	4	3	3	16
O18T, O1T, O1W, O11W, O98T, O9T, O9W, O91W, 118T, 11T, 11W, 111W, 119T, 19T, 19W, 191W	5	5	7	24
O1D, O1Y, O1C (1940)	5	2½	3	22
O2D, O2Y, O22C (1940)	4	2½	3	16
11D, 11Y, 11C (1941)	5	2½	3	24
1ND, 1NY, 1NC	4	2½	3	14
FWD				
HS (1938-40)	10	12	12d	11
HG (1938-40)	12	16	12d	24
HM (1938-40)	12	16	8d	28
HH6 (1938-40)	12	16	8d	28
CU (1939-40)	12	32	12d	36
CUA (1939-40)	12	16	12d	36
SUA (1938-40)	12	24	8d	36
SU, YU (1938-39)	12	32	8d	36
MJ5 (1938-40)	12	24	16d	50
MJ6 (1938-40)	12	22	16d	40
M7 (1938-40)	20	22	16d	52
M10 (1938-40)	20	22	16d	60
MJ6X6 (1938-40)	12	22	20d	40
M6X6 (1938-40)	20	22	26d	40
T26 (1939-40)	10	12	12d	24
T32 (1939-40)	12	16	12d	28
T40 (1939-40)	12	24	8d	36
T60 (1939-40)	20	26	8d	36
T65 (1939-40)	20	26	16d	40
T72 (1939-40)	20	22	16d	52
GENERAL MOTORS				
T14 (1937)	6	1½	5	15½
T16 (1937)	6	7	7½	15½
F18 (1937)	6	7	6½	15½
GENERAL MOTORS—Cont.				
T16H, F16H (1937)	6	7	6½	15½
T18, T18H (1937)	7	4	6½	16
F18, F18H (1937)	6	4	6½	16
T23, F23 (1937)	8	7	10	20
T23H, F23 (1937)	8	7	13	20
T33 (1937)	7	7	13	20
F33 (1937)	6	7	13	20
T33H (1937)	7	7	9	20
F33H (1937)	6	7	9	20
T46 (1937)	12	Several axles and transmissions optional—Considerable variation in lubricant capacity.		28
F46 (1937)	10			28
T46, 400 (1937)	12			34
F46, 400 (1937)	10			34
T61 (1937)	12			34
F61 (1937)	10			34
T61H (1937)	12			34
F61H (1937)	10			34
T14, T145, T15 (1938)	6	1¾	5	15½
T155 (1938)	6	1¾	7½	16
T16, F16 (1938)	6	6½	7½	17
T16H, F16H (1938)	6	6½	10	17
T18, T18H (1938)	7	4	10	16
F18, F18H (1938)	6	4	10	17
T23 (1938)	7	7	10	17
T23H (1938)	7	7	13	17
F23 (1938)	6	7	10	17
F23H (1938)	6	7	13	17
T33 (1938)	7	13	13	17
T33H (1938)	7	13	9	17
F33 (1938)	6	13	13	17
F33H (1938)	6	13	9	17
T46 (1938)	12	13	9	28
F46 (1938)	10	13	9	28
T61, T61H, F61, F61H (1938)	10	(e)	16	34
AC100, AC150, CC100, CC150	8	1¾	4½	16
AC-250, AF-240, AF-241, CC300	8	1¾	5½	16
CC250	8	1¾	3	16
CC260	8	1¾	3	16
AC-300, AF-300, AF-310, CC-300	8	6½	6f	17
AC-350, AF-350, CC-350, CF-350	8	6½	7f	17
AC-400	9	4	7f	18
AF-400, CC-400, CF-400	9	7	7f	18
AC-450, AF-450, CC-450, CF-450	9	7	8½g	18
AC-500, AF-500	9	13	12g	18
AC-550, AC-600, AF-550, AF-600	9	13	13g	18
AC-650, AF-650	9	13	15g	18
AC-700, AF-700	10½	11½	15g	22
AC-800, AF-800, AC-850, AF-850	10½	9	16	22
GRAMM				
11 (1940-41)	6	6	4	18
15 (1937-39)	6	6	6	18
21 (1940-41)	6	6	6	18
25, 30, 31 (1937-40-41)	6	6	6	19
40, 41, 46 (1937-40-41)	6	6	9	19
45, 50 (1937-39)	6	6	8	19
55 (1937-39)	6	8	8	20
56 (1940-41)	6	6	10	20
70 (1937-39)	6	6	14	20
71 (1940-41)	6	12	10	20
75 (1937-39)	6	6	14	22
76, 86 (1940-41)	6	12	13	22
85 (1937-39)	6	6	16	22
96 (1940-41)	7	20	16	24
DJX40 (1937-39)	6	6	9	23
DJX70 (1937-39)	6	6	14	23
DJX75 (1937-39)	6	6	14	25
DJX85 (1937-39)	6	6	16	25
DJX55 (1937-39)	6	8	8	23
D46 (1940-41)	6	6	9	23
D56 (1940-41)	6	6	10	23
D71 (1940-41)	6	12	10	23
D76 (1940-41)	10	12	13	25
D86 (1940-41)	10	20	13	25
D96 (1940-41)	10	20	16	25
HUG				
42 (1936-39)	10	16	9	28
43 (1936-39)	10	24	11	28
D42 (1936-39)	10	24	9	31
D43 (1936-39)	10	15	11	31
D43L (1938-39)	14	15	12	38
70K (1936-39)	10	16	12	28
87Q, D87Q (1936-39)	10	24	16	28
99, 99S, D99, D99S (1936-39)	14	24	52	38½
15W (1940-41)	8	8	8	23
19W, 83W (1940-41)	8	12	8	23
23W (1940-41)	8	12	8	24
42W, 85W (1940-41)	8	16	8	28
43W (1940-41)	18	15	12	38
87W (1940-41)	8	16	11	28
92U (1940-41)	10	24	16	28
98 (1940-41)	18	36	16½	38
D98 (1940-41)	14	36	16½	38
HUG—Cont.				
99 (1940-41)	18	36	33	38
D99 (1940-41)	14	36	33	38
99S (1940-41)	18	36	52	38
D99S (1940-41)	14	36	52	38
INTERNATIONAL				
C1, C15, C30, CS30, C30S	6½	5½	9½	15
A1, A2, B2, M2, M3, C10, C20, CS20	4	5½	9½	17
B3	7	5½	9½	20
C5	4	3	4	14
C35, C35B, CS35, CS35B, C35T, CS35T, B4, C40, CS40, C40T, C40F	7	9	15	20
A4, A5, A6, C50, C50T	10	11½	12	28½
C55, C55F, C55T, C60, C60T	9	11½	12	29½
A7, A7F	20	48	24	42
A8	20	48	24	42
D2, D15	6½	3	4	15½
D5	4	3	4	14¼
D30, D30B, D303, D186T	6½	5½	7	18
DS30, DS30B, DS186T	6½	5½	17	18
D35, D216T	7¼	5½	10	18¾
D35B	7¼	14	10	18¾
DS35	7¼	5½	17	18¾
DS216T	7¼	5½	16	18¾
D40	7¼	14	10	21¾
DS40	7¾	14	16	21¾
D50, DR50, D246, DTR246T	10	14	16	24¾
DS50, DS246T	10	19	17	24¾
D60, DR60	10	19	16	28
DR70, DR346T	10	19	16	31
D300	6½	5½	7	19¼
DS300	6½	5½	17	19¼
D500, DR500	10	14	16	25½
DS500	10	19	17	25½
DR700	10	19	16	32
D246F	10	14h	15i	24¾
D346F	10	19h	16i	31
DR426F	10	48h	16i	31
AR626F	22	48h	12i	60
M3	4	5½h	9½	17
K1, K2	6	5½	4	13½
K3	6	5½	5	13½
K4	6	5½	7	14
KS4	6	5½	11	14
K5	6	5½	7	16½
KS5	6	5½	17	16½
K6	6½	5½	10	18½
KS6	6½	5½	13	18½
K7	6½	11	10	18½
KS7	6½	11	18	18½
K8, KR8, KS8	8½	11s	17	24½
K10	8½	18	11	24½
KR10	8½	18	15	24½
KR11	8½	18	15	29
LA FRANCE REPUBLIC				
C3	8	6	8	22
D4	8	7	8	22
E4	8	8	9	22
F4, H6	8	16	12	32
K1	10	12	16	36
M4	10	12	26	36
EH5B, EH5D	8	12	9	40
EH6B, EH6D	8	12	12	40
FH5B, FH5D	8	16	12	....
HH7	8	16	12	....
KH2	10	24	12	....
MH5	10	24	16	....
MARMON-HERRINGTON				
A10-4, A20-4	6	8	16	22
A30-4, A40-4, A50-4	7	24	18	28
TH300-4, TH310-4	10	26	32	36
TH310A-4, TH310A-6	10	26	36	40
TH315-4, TH315-6	20	32	36	50
TH320-4, TH320-6	20	16	48	50
B10-4, C10-4, B20-4, C20-4, C20-6, B30-4, C30-4, C30-6	7	12	10	24
B40-4, B40-6, C40-4, C40-6, B50-4	10	16	10	36
B60-4, C55-4, C55, DR4, C60-4, C60-6	12	24	12	36
B70-4, B70-6, C70-4	12	24	19	40
B80-4, B80-6, C80-4, C80-6	12	24	20	40
TH415-4, TH415-6, TH515-4, TH515-6, TH420-4, TH420-6, TH520-4, TH520-6	24	32	36	50
B5-4x4, B6-4x4, B5-6x4	5	5	14	25
B5-6x6, B6-6x6	5	5	7	25
B6-6x4	6	5	7	25
LD1, LD14	5	5	2½	25
C5A4, C5B4, CSA-4, CSB-4, C5-4, C6-4	5	5	7	25
C5-6, C6-6 (1937)	5	5	7	25
E5-4, E6-4, E5-COE-4 (1938)	5	5	7	25
E5-6, E6-6 (1938)	5	5	7	25
LD3-4, OOT2-4, OT2-4, LD4-4, LLD4-4, OT3-4, OOT3-4	5	5	2½	22
F5-4, FF5-4, F5-COE, FF5-COE-4, F6-4, FF6-4, H5-4, HH5-4, H6-4, HH6-4	5	5	7	24

CONTINUED ON PAGE 70

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Part of the secret of the long, low-cost service fleet operators enjoy with Exides is the way these batteries always fit the job. There is an Exide for every size and type of vehicle, and for every operating condition. There are Exides especially adapted for Diesel-powered units, just as there are those for light delivery cars, and for heavy-duty trucks with gasoline engines. There are also Exides with wood and fiberglas separators for "cycling" service.

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LUBRICANT & COOLING SYSTEM CAPACITIES—Continued

CONTINUED FROM PAGE 68

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY			Cooling System Capacity, Quarts
	Engine Quarts	Transmission Pints	Rear Axle Pints	
MARMON-HERRINGTON				
—Cont.				
F5-6, FF5-6, F6-6, FF6-6, H5-6, HH5-6, H6-6, HH6-6, J5-4, J6-4, JJ5-4, JJ6-4, JJ5-6, JJ6-6, LD5-4, LLD5-4, OT4-4, OOT4-4	5	5	7	24
DSD-100-4, DSD-200-4	6	10	10	24
DSD-200-6, DSD-300-4, DSD-300-6	6	12	10	24
DSD-400-4, DSD-400-6	7	16	15	36
DSD-500-4, DSD-500-6	7	17	10	32
DSD-550-4, DSD-550-DR4	10	24	10	38
DSD-600-4, DSD-600-6, DSD-700-4, DSD-700-6	10	24	19	38
DSD-800-4, DSD-800-6	10	24	20	38
DSD-900-4, DSD-900-6, DSD-1000-4, DSD-1000-6	14	22	24	69
OSHKOSH				
WLD	7	23½	10½	28
WLX	7	23½	10½	28
JCB	6	11	8½	22
JD	6	11	8½	22
FC-35	10	30½	12	40
FS, FB, FC, FB-35	10	30½	12	40
B3S	7	23½	10	28
B3D	7	23½	11	28
C3S	10	30½	10	40
C3D	10	30½	12	40
R3S	10	30½	19	40
FD	10	30½	25	40
W100	6	10p	12	25
W200	6	10p	15	25
W300, W304, W307	6	18p	12	36
W400	10	21p	14	44
W500	10	21p	15	44
W600	10	21p	15	46
W700	10	21p	15	46
W703, W706	13	21p	15	46
W800	13	21p	18	46
W900	16	19q	18	40
BG3, GD, GDC	16	19n	21	62
REO				
4H5, 4J5, 4K5 (1936-37)	9	12	15	31
450 (1937)	4	2¼	2	12
475 (1937)	4	2¼	3½	12
650 (1937)	5	2½	2	14
675 (1937)	5	2½	3½	14
1A4, 1C4 (1937)	5	6	9	15½
1A4H, 1C4H, 1B4, 1D4 (1937)	6	6	9	19
1B4H, 1D4H, 2B4, 2D4 (1937)	6	6	9	19½
2H5, 2J5 (1937)	6	12	9	19½
3H5, 3J5, 3K5, 3HR5, 3JR5, 3KR5 (1937)	6	12	15	25
450, 450L	4	2¼	2	12
475, 475L	4	2¼	3½	12
650, 650L	5	2¼	2	14
675, 675L	5	2¼	3½	14
1A4, 1C4	6	6	9	15½
1A4C, 1C4H, 1B4, 1D4	6	6	9	19
1B4H, 1D4H, 1BM7, 2BM7, 2B4, 2D4, 2L7M	6	6	9	19½
2J5, 2H5, 2L4H, 2L7MH	6	12	9	19½
1L5	6	6	9	15
3H5, 3J5, 3K5, 3HR5, 3JR5, 3KR5	6	12	15	25
4H5, 4J5, 4K5	9	(j)	15	....
3L6H	9	12	15	31
19	8	5½	4½	17
20, 21	8	5½	7¼	17
22	8	11	11	18
23	8	11	7¼	19
4D19	5	5½	4½	17
6D19	6	5½	4½	17
D20	6	5½	7¼	17
STERLING				
FB50 DeL. (1937-38)	8	6	8	22
FB60 DeL. (1937-38)	8	7	8	22
FB70 DeL. (1937)	8	8	14	22

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY			Cooling System Capacity, Quarts
	Engine Quarts	Transmission Pints	Rear Axle Pints	
STERLING—Cont.				
FC90 (1937-38)	8	9	18	22
FBT130	8	11	14	23
FB-80 (1937)	8	24	15	32
FD90 (1937)	8	24	11	32
FD97 (1937)	10	12	15	36
FC135 (1937)	10	12	18	36
HC140 (1937)	10	12	18	44
FD115 (1937)	10	12	18	36
FC100 (1937)	8	12	18	34
HC170	14	14	20	48
HCS210 (1937-38)	14	14	12	48
FB70 (1938)	8	8	11	22
FB80 (1938)	8	16	12	32
FD90 (1938)	8	16	11	32
FD97 (1938)	8	12	16	36
FC135 (1938)	8	12	18	36
HC140 (1938)	8	12	18	44
FD115 (1938)	8	12	26	36
FC100 (1938)	8	12	18	36
HC200, HC185 (1938)	14	14	20	48
HC250 (1938)	14	(k)	20	48
FBT152 (1938)	8	16	12	32
FWS152 (1938)	8	16	20	32
FDS180 (1938)	8	12	24	36
MB75, MD75 (1939-41)	8	12	11	34
MS75 (1939-41)	8	12	20	34
MB85, MD85 (1939-41)	8	12	12	34
JB90, JD90	8	16	12	27
MB90, MD90, HBT128 (1939-41)	8	16	12	34
HD105 (1939-41)	8	16	16	34
HD110 (1939-41)	10	m	16	36
HD115 (1939-41)	10	m	26	36
JD135 (1939-41)	10	24	26	32
JD137 (1939-41)	10	24	16	32
HD145	10	24	16	36
HD165 (1939-41)	10	24	20	36
HD175R (1939-41)	14	22	20	40
HC105 (1939-41)	8	16	14n	34
HC115 (1939-41)	10	m	14n	36
JC137	10	24	14n	32
HC147, HC165 (1939-41)	10	24	14n	36
JC145	10	24	16n	32
HC145, HC156 (1939-41)	10	24	16n	36
HC175 (1939-41)	10	24	20n	36
HC185 (1939-41)	14	22	20n	40
HC200 (1939-41)	14	22	22n	40
HC250	14	22	22n	42
HWS128, HDS128 (1939-41)	8	16	10	34
JWS160, JDS160 (1939-41)	10	24	12i	32
HWS235S,HDS235S(1939-41)	10	24	20i	36
HCS225	10	24	10n	....
HCS255, HCS285, HCS30 (1939-41)	14	22	10n	....
STEWART				
40A, 60A (1938)	4	6	3	15
45A, 45AL, 45AS (1938)	6	6	2	18
47A, 50A (1938)	8	6	5	24
50AS (1938)	8	6	10	24
49A (1938)	9	6	8	26
51A (1938)	9	6	8	24½
61A (1938)	4	6	6	18
58A (1938)	8	20	6	26
59A (1938)	8	20	10	26
38-6 (1938)	8	20	10	28
31X (1938)	8	26	16	31
49A (1940-41)	9	12	20	26
58A (1940-41)	8	16	22	26
59A (1940-41)	8	16	24	26
39A (1940-41)	8	18	16	28
STUDEBAKER				
J5 (1937)	6	2½	3	13
J15, J15M, J15B (1937)	6	6	8	16
J20, J20M, J20B (1937)	6	6	10	21
J25, J25M, J25B (1937)	6	12	14	21
J30, J30M (1937)	7	18	12	23
K5 (1938-40), L5 (1939)	5½	2½	3	14
K10 (1938-40)	5½	3	4	16
K15, K15B, K15M (1938-40)	5½	6	8	16

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY			Cooling System Capacity, Quarts
	Engine Quarts	Transmission Pints	Rear Axle Pints	
STUDEBAKER—Cont.				
K20, K20M, K20MB (1938-40)	6	6	10	21
K25, K25M, K25MB (1938-40)	6	12	14	21
K30, K30M (1938-40)	7	18	12	23
Coupe-express (1941)	5	2½	3	10½
Standard (1941)	5	6	6	10½
Heavy-duty (1941)	6	6	6	13
WALTER				
FND	8	36	10	34
FMD, FKMD	10	36	10	34
FCKD, FCS	10	50	14	34
FBS, FBRS	14	50	14	52
WHITE				
60, 60K, 601, 602	13	8	10	25
61, 611, 612	13	8	16	26
500	6	7	8	22
510, 512	6	7	8	18
618	14	22	8	20
620	22	8	8	32
620K	22	8	8	30
621	22	8	8	32
621K, 51AS, 63, 630, 630K, 631, 631K	22	8	10	30
640, 641 (1AB Engine)	28	12	10	30
640, 640K, 641 (5A Engine)	22	40	10	30
641K, 642, 643 (5A Engine)	22	40	12	30
642, 643 (1AB Engine)	28	12	12	30
642SW310	28	12	17	30
642SW320	22	40	17	30
643SW410	28	12	22	30
643SW420	22	40	22	30
65K	22	8	10	34
691	22	40	12	31
700, 700H	12	7	8	23
700K	12	7	16	23
701, 702	6	4	12	17
703, 704	12	5½	11	23
704K	12	12	11	23
705	12	5½	10	23
707	6	4	14	17
709	12½	12	11	23
709 (11A Engine)	12	5½	11	23
709 (13A Engine), 710	12	12	11	25
712 (9A Engine)	9½	22	14	25
712 (16A Engine)	12	12	11	25
718 (16A Engine)	12	12	12	25
718 (30A Engine)	12½	12	20	23
720, 720T (14A Engine)	18	26	16	32
720, 720T (15A or 18A Engine)	18	26	22	32
722 (15A Engine)	18	26	16	32
722 (25A Engine)	18	26	22	32
750	12½	20	22	24
750T	12½	20	10	24
800, 802	6	8	8	18
804	6	8	8	22
808	12	8	10	23
809, 810, 812	12	12	11	25
818 (16A Engine)	12	12	12	25
818 (30A Engine)	12½	12	20	25
820, 822	18	24	22	32
850	12½	20	22	25
904	12	5½	8i	23
918	12	12	10i	25
920	18	26	12i	32
922	18	26	20i	32
942	22	40	20i	32
950	12½	20	10i	23
991	22	40	20i	31
White Horse	3½	3	6	....
WA14, WA114	12	8½	18	27
WA18, WA118	12	5½	18	27
WA20, WA120	12	13	22	31
WA22, WA122	12	20	11	31
WA26, WA126, WA34, WA134	12	20	22	31
WA2064	12	13	8i	31
WA2264	12	20	12i	31
WILLYS				
38, 48, 4-40, 4-40P	4	1	3	11
441, 441P	4	1	4	12

Safety Convention, April 22-25

Accident prevention in the manufacture, operation and maintenance of commercial and military motor vehicles will be the theme at the automotive sessions of the Twelfth Annual Safety Convention and Exposition in New York's Hotel Pennsylvania, April 22-25.

The convention, under the direction of the Greater New York Safety Council, has been expanded to four days to permit attention to all the safety-defense problems which confront the safety engineer and the department of accident prevention.

Of direct interest to the automotive manufacturer and operator are the luncheon addresses on: "The Commercial Vehicles' Part in National Defense" by Ted Rogers, President, American Trucking Associations, Washington; "Outside Plant Lighting for Defense Against Sabotage" by Hoyt Post Steele, Benjamin Electric Manufacturing Company, Des Plaines, Ill., and discussions of the safe training of green hands and new foremen.

The convention and exposition comprises 52 sessions, and will have 200 speakers as well as a safety equipment display.

Fleetman Available

Walter Burkart, 1609 Roslyn Rd., Grosse Point Wds., Mich., is seeking a fleet connection. Mr. Burkart until recently had charge of a fleet of 22 dairy trucks. His experience covers 15 years, five of which were spent as an automotive machinist in the shop of an automotive jobber.

Mr. Burkart can operate all kinds of shop equipment including a boring bar and piston grinder as well as welding equipment. He has a complete set of tools including many instruments for tune-up and diagnosis.

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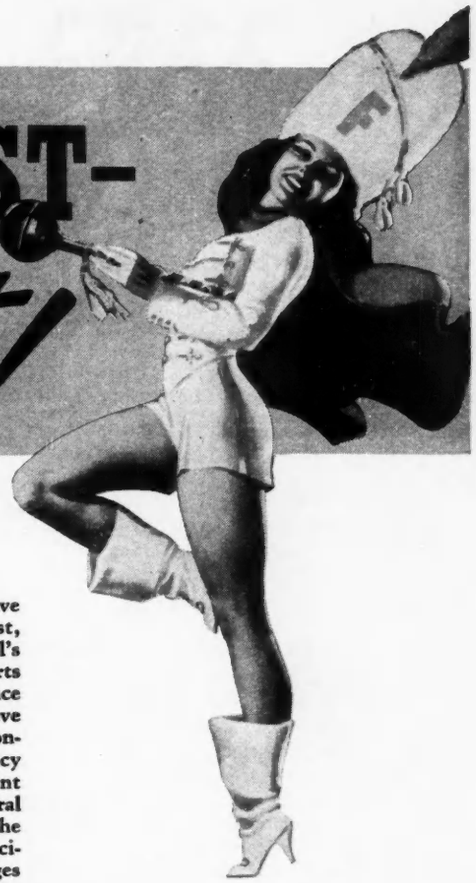
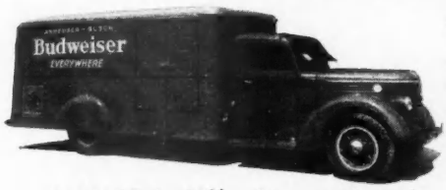


AND A LEADER IN THRIFT FOR EVERY TRUCKING PURSE AND PURPOSE . . .



Model 15 Federal 1½ to 3 ton capacity truck used by Southern Liquor Distributors at Jacksonville, Fla.

Fleet owners throughout the country have found the perfect answer to low cost, dependable transportation in Federal's heavier, huskier, all-truck designs. Reports on operating overhead and maintenance upkeep in every field of activity prove conclusively that such over-all truck construction provides the added efficiency and protection that spell consistent reliability—lower ton-mile costs. Federal fleet owners know their trucks—from the ¾ ton models to highest tonnage capacities—recognize the supreme advantages of heavier frames and axles, sturdier clutches and transmissions, stouter brakes, greater reserve horsepower, complete job-fitness to give a greater performance payoff in bedrock economies. You can toss the tough jobs to Federal . . . confident of results—certain of savings!

Consult your nearest Federal Dealer—or write direct to the factory for specific information and recommendations on Federal Trucks in your particular operation.

From ¾-Ton to Highest Tonnage Capacities, Federal Has a Truck Tailored to Fit the Job.

Trimble Brothers of Omaha, Neb., use Federal 1½ to 2½ ton capacity Cab-Over-Engine Trucks for distribution of Canada Dry Ginger Ale.

This 145-inch wheelbase Federal 1½ to 2½ ton Truck of Coca-Cola Bottling Co. of Charlotte, N. C., illustrates the amazing compactness available in these heavy duty models.

Another fleet of husky Federal Trucks is in use on the West Coast by Evergreen Beverage Co. of Portland for distribution of Pepsi-Cola.

This 1½ to 2½ ton Federal Cab-Over-Engine model is one of a fleet of 21 Federals in use by Horton Pilsener Brewing Co. of New York City.

One of a series of attractive 130-case Federal 1½ to 3 ton Trucks used by 7-Up Bottling Co. of St. Louis, Mo., for store to store deliveries.

We Repeat: "Toss the TOUGH JOBS to FEDERAL"

FEDERAL MOTOR TRUCK CO., DETROIT, MICHIGAN

For 31 Years—Known in Every Country . . . Sold on Every Continent

FEDERAL TRUCKS

Dealers everywhere are finding that it pays to sell Federals. Some specially desirable territories still open. Write for Franchise Details.

"TON FOR TON IN '41—*FEDERAL LEADS THE WAY!*"

NEWSCAST

Higher Gross Weights in Four States

Foremost among the legislative developments of the month is the enactment of higher gross vehicle weights in Tennessee, Texas, North Dakota and Indiana. For details of these developments together with a report on all important legislation to date, see "Legislative Lookout" beginning on page 156 of this issue.

President Names Transportation Board

President Roosevelt sent to the Senate on March 20 his nominations for a three-man board, authorized by the Transportation Act of 1940 to study the adequacy and relative advantage of existing rail, truck and water carriers. The nominees, which must be confirmed by the Senate are: Wayne Coy, assistant Federal Securities Administrator, chairman; Nelson Lee Smith, chairman of the Public Service Commission of New Hampshire, and Charles E. West, former Ohio member of Congress and Under Secretary of the Interior.

Mechanics, Loaders and Helpers Placed Under ICC Jurisdiction

The Interstate Commerce Commission last month extended its jurisdiction over the hours of service of employes of all motor carriers engaged in interstate commerce to include mechanics, loaders and drivers' helpers. The decision which automatically exempts these employes from the hours provisions of the Fair Labor Standards Act, was based on the premise that these classes of workers "affect safety of operation." For a detailed analysis of the Commission's reasoning see page 192 of this issue.

An interesting and important sidelight to the decision, however, is a statement from Wage-Hour Administrator Phillip B. Fleming pointing out that exemptions from the 40-hour work week do not become effective until such time as the ICC actually prescribes regulations for these classes of workers.

"I wish also to point out," General Fleming continued, "that at least two courts have already held that in suits under section 16(b), courts may determine what employes lie within the Commission's power to prescribe hours of service and may reach decisions different from those reached by the Commission."

ATA Meeting May 5-7

The Second Annual Spring Forum of the Safety and Operations Section, American Trucking Associations, Inc., will be held at the Continental Hotel, Kansas City, Mo., on May 5, 6, and 7. On the tentative program for May 5 is a message from Ted Rodgers; a paper on the "Psychology of Personnel Management" (speaker to be announced); "Economizing on Operating Expense—Fuel and Lubrication," by R. J. S. Piggott and a symposium on brakes and brake performance.

On May 6th, E. C. Van Horn will speak on "Scientific Testing of Drivers for Safety," followed by papers on "Handling of Minor Accidents" and "Keeping Up to Date in Preventive Maintenance." "Programs of Preventive Maintenance for Various Sizes and Types of Fleets" will also be a speaker's subject.

The "Ascertainment and Handling of Witnesses" by Dwight McCracken, "Safety in the Terminal," by W. Robert Smith, and a luncheon address on the "Safety Man's Bag of Tricks" will be on the third day's program.

Utility Conference April 22-23

The American Gas Association with cooperation of the EEI and SAE will hold the Spring Conference of the Committee on Operation of Public Utility Motor Vehicles at the William Penn Hotel, Pittsburgh, Pa., on April 22 and 23. There will be five papers on motor vehicle transportation problems as they affect public utility operators which are open to fleet operators and a closed session for public utility operators only.

OPM to Warn of Wage Law Changes

Prospective bidders on government contracts are to be advised in advance whether there may be a change in the legal wages of their industries and when the change, if made, will go into effect. This new government policy, announced by Donald M. Nelson, OPM Director of Purchases, was adopted at a conference of officials of the Wage and Hour Division and the Division of Public Contracts, Department of Labor, with officers of the Quartermaster Corps and the OPM Division of Purchases.

The machinery of setting industry minimum wages rates under the Wage-Hour and the Walsh-Healey Acts will remain unchanged, but hereafter dates on which wage determinations will go into effect will be set after consultation between officials of the Labor Department and the Division of Purchases.

Railway Express Uses Synthetic Tires

By equipping certain light units of its motor truck fleet with synthetic rubber tires, Railway Express Agency is participating in a voluntary movement to encourage the development of a "stand-by" synthetic rubber industry capable of emergency expansion.

A number of tires made with Ameripol, the synthetic rubber created by the B. F. Goodrich company from petroleum, natural gas, soap and air, have been purchased and are being apportioned among the various districts.

Business Briefs

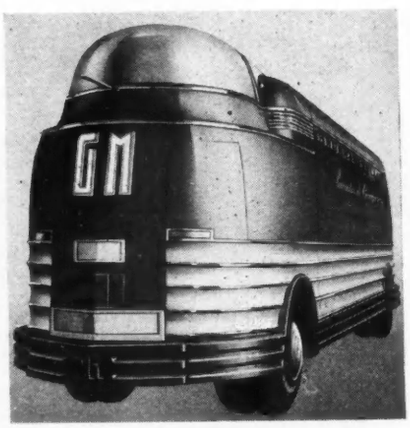
The Bendix-Westinghouse Automotive Air Brake Co. has announced the opening of a new St. Louis office, located at 718 Central Terminal Bldg., which will handle all business contacts of the Bendix-Westinghouse Co. in the southwestern territory including those formerly handled through the office of the Westinghouse Air Brake Co. D. R. Brehm is in charge of the St. Louis office and will also have jurisdiction over the Dallas and Memphis districts.

Net earnings for 1940 of $1,952,727 and total sales amounting to $37,573,956 were reported by the White Motor Co., Cleveland, Ohio. Both earnings and sales established a new 11-year high and were the best since 1929.

The Wolf's Head Oil Refining Co. (ex Wolverine-Empire Refining Co.), Oil City, Pa., has moved its main office to larger quarters in a new building on Seneca St. According to A. W. Scott, vice-president, the move was made necessary throught greatly increased business.

The latest addition to the main factories of the General Motors Truck and Coach Div. of the Yellow Truck & Coach Mfg. Co., Pontiac, Mich., is a single story building of approximately 40,000 sq. ft. It will

(Turn to Page 74, Please)



Last month's "Body of the Month" feature (pages 32-33) showed pictures of the new General Motors Futur-Liner. Although much emphasis was placed on the Differential dual front wheels, the experimental model from which our artist worked was not so equipped. Herewith a more exact reproduction of the front-end appearance.

"3,000,000 TROUBLE-FREE MILES with LUBRI-ZOL," Says Fleet Superintendent of World's Largest Diaper Service

NO Gears Replaced | **NO Gum Problem** | **NO Corrosion Trouble**

Some of the delivery trucks of the famous General Diaper Service, the world's largest company of its kind, located in Elmhurst, Long Is., N.Y.—all maintained with Lubri-Zol lubricants.

GENERAL DIAPER SERVICE

79-55 ALBION STREET · ELMHURST, N. Y. C.

New York HAvemeyer 4-7272 | New Jersey WAverly 5-2223 | Westchester Tuckahoe 3034

March 4, 1941

The Lubri-Zol Corporation
Cleveland, Ohio

Gentlemen:

For the past five years we have been using Lubri-Zol Extreme Pressure Gear and Chassis Lubricants, and Wheel Bearing Grease in our fleet of 60 units. The Fleet averages about 600,000 miles a year in city and suburban delivery service.

The three million miles we have run with Lubri-Zol have been unusually free of trouble. We have not had to replace a single gear, shackle, or wheel bearing due to lubrication failures. Inspection of transmissions and differentials have never shown any trace of corrosion or gum deposits. Frozen shackles are unheard of in our operation. We've yet to have any trouble with our wheel bearings.

In short, our experience with Lubri-Zol products has been so good that we are glad to recommend them to other fleet operators.

Very truly yours
GENERAL DIAPER SERVICE
Arthur J. Bennett
Fleet Superintendent

AJB:TS

Read Mr. Bennett's letter. Then note these important points:

City delivery means hundreds of stops and starts every day. That's hard on gears. Lubri-Zol E. P. Gear Lubricant protects gears from wear.

Short runs between stops mean low engine temperatures—conducive to sludge formation in crankcases. Lubri-Zol processing of motor oil practically eliminates sludge deposits.

Quick starts and short runs ordinarily mean poor lubrication of close clearances in upper cylinder areas—cause excessive wear, ring-filling, gum accumulation and other oxidation problems. Lubri-Zol-processed oil spreads a thin tough film in closest clearances to prevent wear. The special processing of Lubri-Zol Motor Oil protects against corrosion. As it is an exceptionally stable product, troubles from oxidation (gum, varnish, sludge) are kept at a minimum.

Lubri-Zol can help you, too. Let our fleet engineer tell you how. No obligation. Write today. The Lubri-Zol Corporation, Cleveland, Ohio.

Fully Protected by U. S. and Foreign Patents

Buy your oil on the cost per mile.. and save.. with

LUBRI-ZOL

REG. U.S. PAT. OFF.

NEWSCAST

(CONTINUED FROM PAGE 72)

be completed in early April and will be used for final inspection and adjustment of Government trucks.

The White Motor Co., Cleveland, Ohio, has set up three new regional offices covering the Cleveland, Chicago and Kansas City territories respectively. The Cleveland office is under the direction of M. H. Anderson, L. B. Gilbert heads up the Chicago office and W. E. Burgess is in charge of the Kansas City office. These additions bring the company's regional offices to a total of nine.

The initial $3,000,000 defense expansion program, begun in 1940 by the Timken Roller Bearing Co., Canton, Ohio, has been expanded in recent months until at present it has reached the $4,000,000 mark. Approximately one-fourth of this amount has gone into new building construction and three-fourth into new machinery and equipment. Additional projected expenditures will bring the Timken total to $5,000,000 by this summer.

The annual report of the Autocar Co., Ardmore, Pa., shows a profit of $421,833, after deducting all taxes, compared with $319,173 in 1939. According to Robert P. Page, president, normal sales to commercial customers, exclusive of defense orders, have shown a steady growth and at the close of last year's business, the company had more than $20,000,000 of unfilled orders on its books, including those for national defense.

The Kester Solder Co., Chicago, Ill., has purchased the property now occupied by its Newark, N. J., division, located at Ferguson and Clover Sts. in Newark. H. E. Reed will continue as manager of the Newark division.

Young Windows, manufacturer of Constant Balance window regulators, 33 W. 60th St., New York, N. Y., has reported that in 1940 its business was double that of 1939, continuing the progress of the past four years since the company's inception.

Federal Names New Works Manager

John D. Porter, for the past seven years production manager of the Detroit Truck Division of Dodge Motor Co., has been named to the post of works manager of Federal Motor Truck Co., Detroit. Mean-

John D. Porter, recently appointed works manager of Federal Motor Truck Co., Detroit

while things are humming at the Federal plant. In addition to increased foreign and domestic business, the company reports unfilled orders from the Army, Navy and Air Corps totaling $5,180,000.

Getting Personal

Colonel J. L. Cockrum, vice-president in charge of sales of the Seiberling Rubber Co., has been elected to the company's board of directors. He fills the vacancy created by the retirement of Robert Guenther, who will continue as the company's general counsel.

E. J. McPhee has been promoted to the office of general superintendent, Dodge Truck Division, Chrysler Corp.

O. R. McDonald has been appointed sales promotion manager of the Brunner Mfg. Co., Utica, N. Y. His headquarters will be in Utica, N. Y.

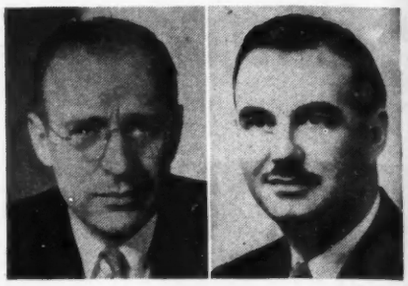
Seth Klein, for many years starter at the Indianapolis Speedway, returns to that city as assistant to the vice-president for Marmon Herrington.

F. H. Lindus, formerly Los Angeles branch manager in charge of the service-sales division of the Timken Roller Bearing Co., has been transferred to the home office at Canton, Ohio, where he is engaged in promotional work. L. J. Halderman, service-sales branch manager at Chicago, has filled the vacancy in the Los Angeles branch, while Jack Gelomb, formerly manager of the Detroit service-sales division, has moved to Chicago. Joseph Jesseph takes Mr. Gelomb's place in the Detroit office.

Dr. Tracy C. Jarrett, newly named chief metallurgist for the American Hammered Piston Ring Division of Koppers Co.

Lt. Col. Louis H. Frohman, executive of H. B. LeQuatte, Inc., New York advertising agency, has been ordered to active duty for one year at Camp Lee, Va. Col. Frohman retains his contact with the automotive industry while in the service, as he is in command of a Motor Transport Battalion.

Forest C. Hile, formerly commercial car brake engineer with the Bendix Products Division of Bendix Aviation Corp., is now a member of the engineering staff of the Warner Electric Brake Mfg. Co., Beloit, Wis.



Ethyl Gasoline Corp. has announced the appointment of Joseph A. Costello (left) and Alan C. Tully as managers of the New York and Atlanta divisions respectively. Sidney T. Pruitt is assistant manager at Dayton, Ohio.

J. R. Ackerman is the new director of merchandising and advertising for the Dodge Division of Chrysler Corp.

F. F. (Mike) McKinney, formerly Ford truck account executive with N. W. Ayer & Co., at Detroit, has opened a Ford dealership known as McKinney Motor Sales, at Marion, Ohio.

J. L. Koubek, new sales manager of the Guide Lamp Division of General Motors. Two new assistants are John Hughel and S. R. Conwell

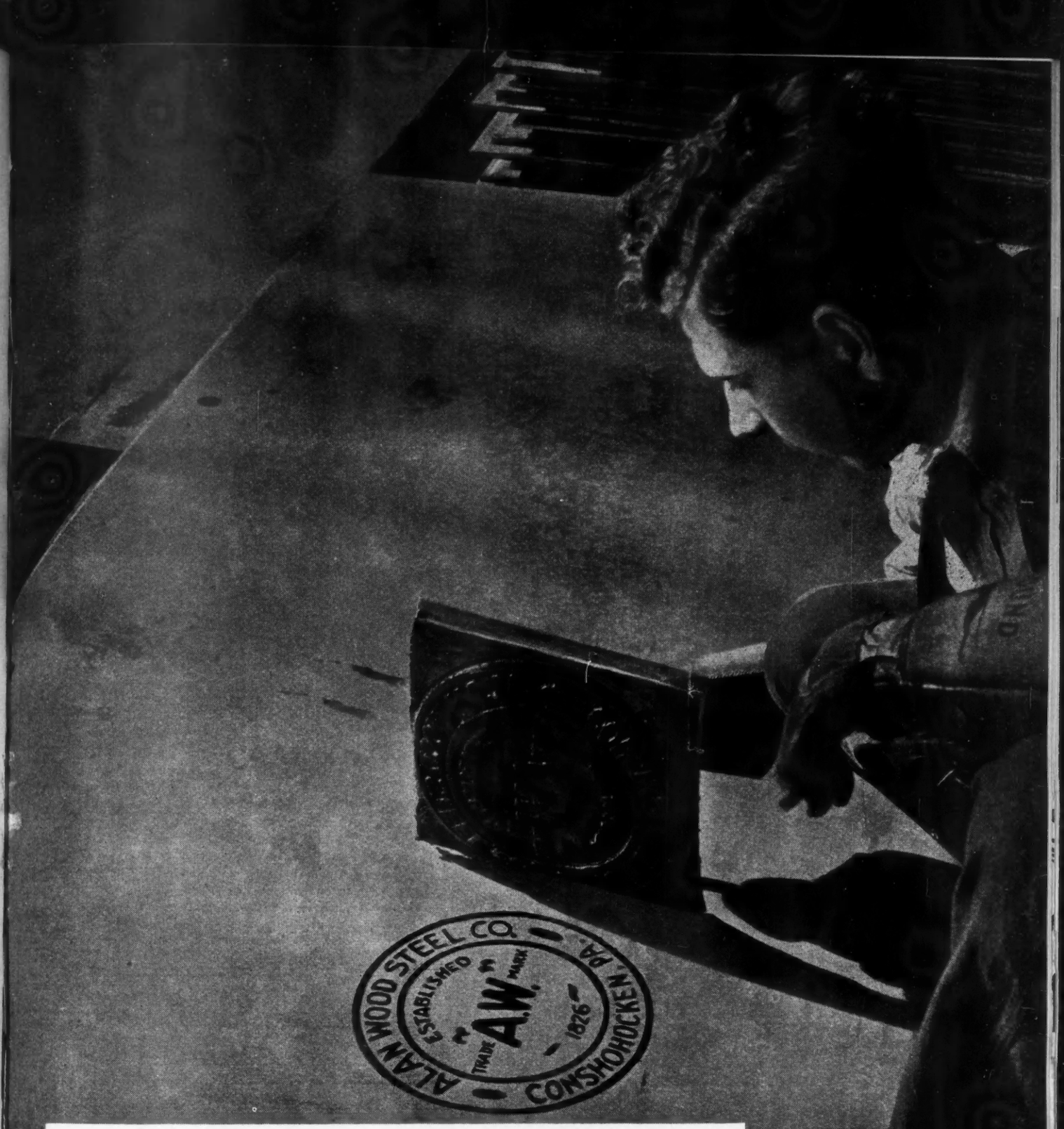
D. C. Gaskin has been appointed vice-president and general manager of the Studebaker Corp. of Canada, Ltd. His promotion follows the transfer of M. S. Brooks to an executive position with the Studebaker organization in South Bend, Ind.

J. L. Parker, formerly with Sherwin-Williams, has joined the Lowe Bros. Co., paint manufacturers at Dayton, Ohio, in the capacity of manager of automotive sales.

H. G. Barnes, newly-named vice-president and general manager of Gould Commercial Division, National Battery Co., Depew, N. Y.

Art Kanaske, who resigned recently as sales manager of Lube-X System, Inc., has joined Behel and Waldie, Chicago advertising agency.

MORE NEWS IN BACK OF BOOK



THE MARK OF QUALITY

"A. W." is the sign of hidden value that steel buyers know and recognize. "A. W." is the symbol of one complete control—from Mine to Consumer. We can furnish Carbon, Copper or Alloy flat-rolled products —in *any* open hearth analysis to meet your specifications. Welding qualities, toughness, abrasion resistance, ductility . . . Ingots, Billets, Blooms, Slabs, Sheared Plates, Hot Rolled Sheets. Floor Plates for every flooring need. Steel Cut Nails in all types and sizes. "Swede" Pig Iron — Foundry, Malleable, Basic, Bessemer. "A.W." Products have been an accepted standard for steel buyers for more than a century.

ALAN WOOD STEEL COMPANY, CONSHOHOCKEN, PA.

SINCE 1826 : : DISTRICT OFFICES AND REPRESENTATIVES – Philadelphia, New York, Boston, Atlanta, Buffalo, Chicago, Cincinnati, Cleveland, Denver, Detroit, Houston, New Orleans, St. Paul, Pittsburgh, Roanoke, Sanford, N. C., St. Louis, Los Angeles, San Francisco, Seattle, Montreal.

SHOWCASE
OF NEW PRODUCTS

Bolser Low-Cost Re-Pak-It Filters and Cartridges

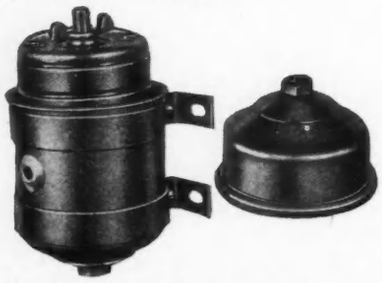
A phenomenal money-saving filter and filter cartridge has just been announced by The Bolser Corp., Cedar Falls, Iowa, manufacturers of truck flares and truck safety equipment. According to the manufacturer the Bolser Re-Pak-It filter cartridge is available for use in all popular filters—both sock and can type—and it allows repacking the cartridge with the same filtering material that is used by practically all filter cartridges. This Re-Pak-It feature eliminates the necessity of throwing away the complete filter cartridge when a change

becomes advisable. Savings up to 90% of ordinary filter cartridge costs are effected with the Re-Pak-It cartridge.

Bolser special Hi-Efficiency Filter Fibre is furnished in 6 oz. and 8 oz. factory-sealed packages—and is also available in 50 lb. and 100 lb. bales, together with a special scale that quickly indicates amount of filter fibre required for all popular filters.

In addition to the Re-Pak-It cartridge for popular filters, The Bolser Corp. is building a complete Re-Pak-It filter which, it is claimed, combines a built-in bi-pass valve and operates with a sump-type cartridge for easy, efficient cleaning and greater operating economy. The Re-Pak-It filter also features Visible Proof, giving positive proof of operation.

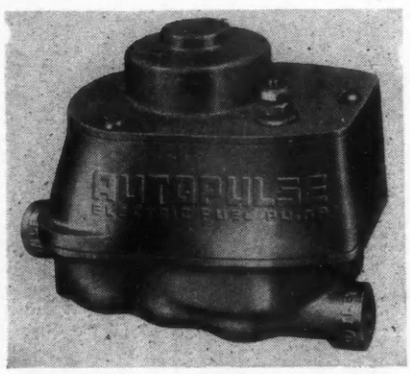
Of special interest is the Re-Pak-It filter designed for the Chevrolet engine. It is quickly installed without any brackets or intricate mountings and becomes an integral part of the engine.



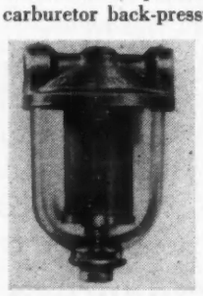
Complete information and prices can be had by addressing The Bolser Corp., Cedar Falls, Iowa.

Autopulse Pump and Strainers

A newly designed electric fuel pump known as model 400 has been announced by the Autopulse Corp., Detroit, Mich. The new unit is built with an integral screen filter, disk-type optional, and a per-

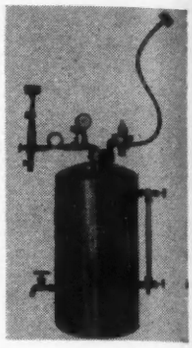


manent air dome to insure a smooth flow of fuel. It delivers up to 28 gal. per hour through an average size passenger car carburetor inlet, operation being controlled by carburetor back-pressure.



In addition to the new pump, a line of fuel strainers has been introduced. They are conventional in design with the exception of the bowls, which may be of drawn steel or drawn brass in place of glass.

Rotawasher Jetmixer Attachment



A process for the thorough cleaning of automobile and truck chassis, without the use of steam or chemicals, has been developed by the Rotawasher Corp., Cleveland, Ohio. This process, which uses a special attachment known as the Jetmixer in connection with the standard Rotawasher, has undergone thorough and exhaustive test in actual service over a considerable period of time and has been found to be economical, rapid and efficient.

The Rotawasher Jetmixer introduces a small amount of kerosene into the water passing through the high pressure pump. This emulsified oil, one of the best solvents of grease and dirt known, is propelled with great force against the parts to be cleaned. Thorough cleaning is the result. The finish is not affected and cleaning costs are materially reduced.

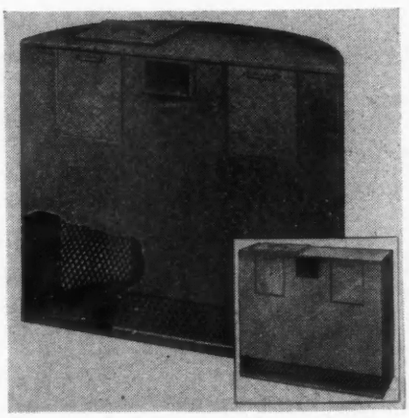
The Jetmixer can be used with any Rotawasher.

New Chassis Dynamometer

Known as the Otis Proving Stand, a new electric chassis dynamometer is being offered by the Otis Proving Stand Corp., 40 Rector St., New York, N. Y. Only a short time is required to attach the test connections to the automotive units and the results of the test are quickly obtained from the large dials and meters on the instrument panel. The unit is designed to cover both capacity and dimension requirements of all standard passenger and commercial vehicles, including Diesel and gas-electric powered units.

D & G Produce Refrigerator

A new produce refrigerator unit, designed for trucks and trailers with either round or square fronts, has been made



available by Dromgold & Glenn, 332 South Michigan Ave., Chicago, Ill. Chilled air is driven from the rear end of a chute

(Turn to Page 118, Please)

MORE PAYLOAD CAPACITY
LESS TRAILER WEIGHT
INCREASED STRENGTH
PLUS—

MEEHANITE BRAKE DRUMS
IN FRUEHAUF STAINLESS STEEL TRAILERS

Fruehauf Stainless Steel Trailers are the result of the combination of modern, ***better*** materials with modern production-line construction methods. Stainless steel for maximum strength, minimum weight, "Shotweld" fabrication for sturdy dependability, and ***MEEHANITE*** brake drums for smooth, safe, sure stopping.

MEEHANITE DRUMS OFFER:

1. **Better lining wear.**
2. **Freedom from heat checks.**
3. **Higher safety factor.**

***WRITE FOR** Bulletin No. 13 "Meehanite in Industry"*

When You Specify MEEHANITE You Profit from Over 2½ Million Man Hours' Research in Cast Metals.

Meehanite Research Institute · 311 ROSS STREET · PITTSBURGH, PA.

Take Your Casting Problems to a Meehanite Foundry!

Ansonia, Conn.	Farrel-Birmingham Co., Inc.
Bethayres, Pa.	H. W. Butterworth & Sons Co.
Bridgewater, Mass.	The Henry Perkins Co.
Buffalo, N. Y.	Pohlman Foundry Co., Inc.
Charleston, W. Va.	Kanawha Manufacturing Co.
Chattanooga, Tenn.	Ross-Meehan Foundries
Chicago, Ill.	Greenlee Foundry Company
Cincinnati, Ohio	Cincinnati Grinders Incorporated
Cincinnati, Ohio	The Cincinnati Milling Machine Co.
Cleveland, Ohio	Fulton Foundry & Machine Co.
Denver, Colo.	The Stearns-Roger Mfg. Co.
Detroit, Mich.	Atlas Foundry Co.
Flint, Mich.	General Foundry & Mfg. Company
Hamilton, Ohio	Hamilton Foundry & Machine Co.
Irvington, N. J.	Barnett Foundry & Machine Co.
Los Angeles, Calif.	Kinney Iron Works
Milwaukee, Wis.	Koehring Company
Mt. Vernon, Ohio, Grove City, Pa.	Cooper-Bessemer Corporation
New York, N. Y.	The American Brake Shoe & Foundry Co.
Oakland, Calif.	Vulcan Foundry Company
Orillia, Canada	E. Long, Ltd.
Philadelphia, Pa.	Florence Pipe Foundry & Machine Co., (R. D. Wood Company, Selling Agents)
Phillipsburg, N. J.	Warren Foundry & Pipe Corp.
Pittsburgh, Pa.	Meehanite Metal Corporation
Pittsburgh, Pa.	Rosedale Foundry & Machine Co.
Rochester, N. Y.	American Laundry Machinery Co.
St. Louis, Mo.	Banner Iron Works
St. Paul, Minn.	Valley Iron Works
London, Eng.	The International Meehanite Metal Co., Ltd.
Waterloo, N. S. W.	Australian Meehanite Metal Co., Ltd.
Johannesburg, South Africa	Meehanite Metal Co. (S.A.) (Pty.) Ltd.

This "granddaddy" combination used by a Canton, Ohio, coal mining company, features a semi- and full hopper-type dump trailer made by the Ohio Body Mfg. Co., at Ashland. Each 14-yd. trailer carries approximately 14 tons. The hand-operated hopper-dump saves cost and weight. (The big "semi" weighs 6575 lb.)

REFRIGERATION DATA

Thermal Conductivity of Insulating Materials

Thermal conductivity of various insulating materials per hour per square foot per degree Fahrenheit per inch of thickness.

Balsam Wool	.26
Celotex	.31
Corkboard (5.4 lb. per cu. ft.)	.25
Corkboard (7 lb. per cu. ft.)	.27
Corkboard (10.6 lb. per cu. ft.)	.30
Corning Wool (1½ lb. per cu. ft.)	.27
Dry-Zero	.24
Lata-Balsa	.35
Masonite	.33
Palco Wool	.26
Rock Cork	.33
Temlock	.33

Temperatures Recommended for Transportation and Retail Storage

UNFROZEN

VEGETABLES	
Asparagus	33-34
Beans (green)	33-34
Beets	32-40
Brocoli	32-34
Cabbage	32-36
Carrots	33-36
Cauliflower	32-34
Celery	32-34
Corn (green)	36-38
Cucumbers	36-40
Lettuce	32-40
Onions	32-36
Peas (green)	32-36
Potatoes	35-40
Potatoes (sweet)	50-55
Radishes	32-36
Squash	33-36
Tomatoes	35-40

FRUITS	
Apples	32-36
Apricots	35-40
Bananas	55
Blackberries	36-40
Cantaloupes	35-40
Cherries	36-40
Cranberries	33-36
Gooseberries	36-40
Grapefruit	32-36
Grapes	32-36
Lemons	40-45
Oranges	35-45
Peaches	35-40
Pears	32-34
Plums	32-36
Raspberries	35-40
Strawberries	35-40

MEATS AND FISH	
Bacon	30-35
Beef (fresh)	32-40
Eggs	33-36
Fish (fresh)	32-40
Lamb	32-36
Mutton	32-36
Oysters (shell)	30-35
Pork (fresh)	30-34
Poultry	28-30
Veal	35-40

DAIRY PRODUCTS	
Butter	20-35
Cheese	35-40
Milk (sweet)	32-36
Milk (butter)	32-40

FROZEN FOODS	
Eggs	10-15
Fish	10-20
Fruits in syrup	10-20
Ice Cream	5-10
Meats	10-20
Vegetables	5-10

Courtesy American Society Refrigerating Engineers.

Insulated Walls Recommended

(Wall conductivities desirable for handling various types of perishables.)

Type of Truck	B.T.U. per hour per degree F. per square foot
Bakery, candy and bread trucks	.60
Trucks for bulk and smoked meats	.15 to .30
Trucks for sausage and fresh cut meats	.10 to .20
Ice cream, quick-frozen food trucks	.06 to .05
Trucks for solid carbon-dioxide transport	.03 to .05

7 HOURS FOR NEW RINGS

or 50 minutes for installing an AC Oil Filter

Clogged oil control ring slots,—with their resulting loss of compression, and oil pumping, carbon accumulation, and reduced gas economy,—*can be prevented.* All it takes is an AC Oil Filter. And that's a lot cheaper than an overhaul!

AC or Argo Oil Filters trap ring-clogging sludge and dirt *before* they have a chance to do their dirty work.

Actual highway tests prove that these filters make a big difference in engine mileage between overhauls. These tests also prove better compression with filtered oil—and improved gas and oil mileage.

No Filters Keep Oil Cleaner

AC and Argo elements cannot channel. Water and acid cannot destroy their efficiency. Neither dirt nor sludge can pass through them. And, they remove discoloration.

With AC or Argo Filters, you're sure of the best filter protection money can buy.

AC
OIL FILTERS

Your AC Supplier can furnish all commercial sizes

AC OIL FILTERS ***are standard or optional equipment on*** —BUICK, CADILLAC V-16, OLDSMOBILE*, and PONTIAC* Motor Cars GMC Trucks • GREYHOUND and FLXIBLE Buses • ALLIS-CHALMERS, EAGLE, GRAVELY, and READY POWER Tractors • ATLAS, IMPERIAL and GM DIESELS • CONTINENTAL and GRAY MARINE MOTORS • MARION SHOVELS KOEHRING ROAD MACHINERY • BROWN and SHARPE MACHINERY,—THESE ARE SOME OF THE VEHICLES, POWER PLANTS, AND MACHINES ON WHICH AC OIL FILTERS ARE USED FOR EQUIPMENT. *Optional

AC OIL FILTERS KEEP YOUR EQUIPMENT ON THE ROAD

ICC SAFETY REGULATIONS

(Continued from Page 31)

vehicle and as near the top thereof as practicable.

3.3109 *Side-marker lamps may be combined with clearance lamps.*—Side-marker lamps may be in combination with clearance lamps and may use the same light source.

3.3110 *Color of lighting devices.*—The color of lighting devices shall be as follows:

(a) All front clearance lamps, and all side-marker lamps except the one on each side at or near the rear, on any bus, truck, tractor, semitrailer, full trailer, or pole trailer, shall when lighted display an amber color.

(b) No red lighting device of any character shall be mounted at any place other than on or near the rear on any bus, truck, tractor, semitrailer, full trailer, or pole trailer.

(c) All rear clearance lamps, the side-marker lamp on each side at or near the rear, and any other lamps mounted on the rear, on any bus, truck, tractor, semitrailer, full trailer, or pole trailer, shall when lighted display a red color except as permitted by paragraphs (d), (e), (f), and (g) of this rule.

(d) The stop light or other warning device on the rear of any motor vehicle may be red or amber.

(e) The color blue or purple may be used on the front and rear of any motor vehicle in a device to indicate the speed at which the motor vehicle is moving.

(f) Backing lights of any color may be mounted on the rear of any motor vehicle if the switch controlling such lights be so arranged that they may be turned on only when the motor vehicle is in reverse gear. Such backing lights when unlighted shall be so covered or otherwise arranged as not to reflect objectionable glare in the eyes of drivers of vehicles approaching from the rear.

(g) No provision of this rule shall be so construed as to prohibit the use of any white light or lights for the purpose of illuminating license plates.

3.3111 *Visibility of clearance, side-marker, and tail lamps.*—Clearance, side-marker, and tail lamps shall when lighted be capable of being seen at a distance of 500 feet under normal atmospheric conditions during the time when lights are required. The light from front clearance lamps shall be visible to the front, from side-marker lamps to the side, and from rear clearance and tail lamps to the rear, of the motor vehicle.

3.3112 *Operation and visibility of stop light.*—Stop lights shall be actuated by application of the service (foot) brakes and shall be capable of being seen and distinguished from a distance of 100 feet to the rear of the motor vehicle in normal daylight; but shall not project a glaring or dazzling light. The stop light may be incorporated with the tail lamp.

3.3113 *Mounting of reflectors.*—No reflector required by these regulations shall be mounted upon the motor vehicle at a height to exceed 60 inches, nor less than 24 inches, above the ground on which the motor vehicle stands.

3.3114 *Visibility of reflectors.*—Every reflector shall be of such size and characteristics as to be readily visible at night from all distances within 500 feet to 50 feet from the motor vehicle when directly in front of a normal headlight beam.

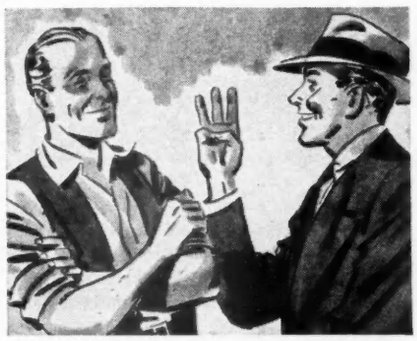
NOTE.—*Any reflex reflector approved by any of the States listed below, or by any other State having equivalent or superior requirements, or any reflex reflector meeting the requirements as set forth in "S. A. E. Recommended Practice" for reflex reflectors, as promulgated by the Society of Automotive Engineers, 29 West 39th St., New York, N. Y., shall be deemed to meet the requirements of Rule 3.3114 with respect to performance characteristics. The listed States are New Hampshire, Massachusetts, Rhode Island, New York, and California.*

3.3115 *Reflectors incorporated with tail lamps.*—One or both of the required rear red reflectors may be incorporated within the tail lamp or tail lamps, provided that any such tail lamps be located within the height limits specified for reflectors.

(TURN TO PAGE 90, PLEASE)

Now My Shop Gang is Nursing THE BIG SHOT'S OWN CAR!

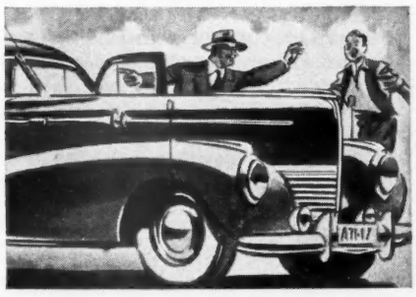
We generally keep the Boss happy on our units, but when it came to that job of his, he'd say, "You guys can't handle passenger-car stuff; you're only used to heavy work."



Some time back, I get in with American Brakeblok on their 3 types of heavy-duty lining. We fill in their Advisory Service form; back come recommendations for our manual, vacuum-booster, air brakes.

I replace with American Brakeblok Lining, using recommended types for each job. Mileage and cost records improve. Drivers remark about their swell soft-pedal brakes—the news gets to the Boss.

He blows down here, gets knocked back on his heels when I show him we're servicing everything from ½-ton up with different types of *one make* of brake lining —and reducing costs at the same time!



The pay-off comes this morning. This long shiny hood kinda sneaks in; the Boss steps up, grins and says, "Joe, how about putting whatever American Brakeblok recommends on my car?" Now, I tell my friends, "Write American Brakeblok."

American Brakeblok

BRAKE LINING

AMERICAN BRAKEBLOK

NAPA Assurance of Quality

Master Stocks in 38 NAPA Warehouses. Jobbers everywhere give prompt service.

3 HEAVY-DUTY TYPES
EACH BEST FOR ITS OWN JOB

American Brakeblok Division of The American Brake Shoe & Foundry Co., Detroit, Michigan

ICC SAFETY REGULATIONS

(Continued from Page 88)

Whether or not the rear reflectors are incorporated in tail lamps, they shall be located on the rear of the motor vehicle at opposite sides and shall also meet the requirements as to visibility set forth in Rule 3.3114.

3.3116 *Color of reflectors.*—All reflectors mounted on any bus, truck, tractor, semi-trailer, full trailer, or pole trailer, shall reflect an amber color, except those placed on the rear and on the sides nearest to the rear thereof, which shall reflect red.

3.3117 *Detachable electrical connections.*—Means for establishing electric connection between towing and towed vehicles, and other detachable electric connections, shall be mechanically and electrically adequate, free of short or open circuits. Suitable provision shall be made in every detachable connection to afford reasonable assurance against accidental disconnection. Precaution shall be taken to provide sufficient slack in the connecting wire or cable without twisting or kinking thereof.

3.32 BRAKES ON ALL VEHICLES.

3.321 ADEQUACY OF BRAKES.—Every bus, truck, and tractor shall be equipped with brakes adequate to control the movement of, and to stop and to hold, such vehicle, including two separate means of applying the brakes. At least one such braking means shall be a mechanical hand (parking) brake which shall employ a ratchet and pawl or other suitable locking and releasing mechanism to insure the setting and holding of at least one set of brakes. If these two separate means of applying the brakes are connected in any way, they shall be so constructed that failure of any one part of the operating mechanism shall not leave the vehicle without brakes adequate to stop and to hold such vehicle.

3.322 BRAKES ON COMBINATIONS OF MOTOR VEHICLES.—Every combination of motor vehicles shall be equipped with brakes upon one or more of such motor vehicles, adequate to stop and to hold such combination of motor vehicles.

3.323 BRAKE PERFORMANCE.—Every motor vehicle or combination of motor vehicles, according to its type, shall be capable at all times and under all conditions of loading, of stopping on a dry, smooth, level road free from loose material, upon application of the service (foot) brake, within the distances specified below, or shall be capable of decelerating at a sustained rate corresponding to these distances:

	Feet to stop from 20 miles per hour	Deceleration in feet per second per second (nearest ½ foot)
Vehicles or combinations of vehicles having brakes on all wheels	30	14
Vehicles or combinations of vehicles not having brakes on all wheels	45	9.5

NOTE.—*The means used for enforcement purposes to determine if a motor vehicle or combination of motor vehicles is in compliance with the provisions of the above paragraph, will be by an instrument or a machine capable of being read in feet to stop from 20 miles per hour, deceleration in feet per second per second, or other equivalent units; the manner of use of these instruments or machines to be prescribed for each type of instrument or machine so used.*

3.324 APPLICATION OF BRAKES ON COMBINATIONS OF MOTOR VEHICLES.—In any combination of motor vehicles, means shall be provided for applying the rearmost trailer brakes, of any trailer equipped with brakes, in approximate synchronism with the brakes on the towing vehicle and developing the required braking effort on the rearmost wheels at the fastest rate; or means shall be provided for applying braking effort first on the rearmost trailer equipped with brakes; or both of the above means capable of being used alternatively or conjunctively may be employed.

3.325 INDEPENDENCE OF BRAKING CONTROLS.—Means of braking, the operating controls of which shall be independent of the operating controls of the service (foot) brake, shall be provided to hold any motor

vehicle or combination of motor vehicles stationary on any up or down grade upon which it is to be operated.

3.326 ADEQUACY OF BRAKE TUBING AND HOSE.—All brake tubing and brake hose shall be adequate in material and construction to insure proper continued functioning; sufficiently long and flexible to accommodate without damage all normal motions of the parts to which they are attached; and suitably secured and protected against chafing or other mechanical injury.

3.327 BRAKE TUBING AND HOSE CONNECTIONS.—All connections for compressed air, vacuum or hydraulic braking systems shall be adequate in material and construction to insure proper continued functioning; and shall be so designed, constructed, and installed as to insure, when properly connected, an attachment free of leaks, constrictions, or other defects. Suitable provision shall be made in every detachable connection to afford reasonable assurance against accidental disconnection.

3.328 BRAKES TO BE OPERATIVE AT ALL TIMES.—All brakes with which motor vehicles are equipped shall be operative at all times. Means may be used for reducing the braking effort on the front wheels of any bus, truck, or tractor, provided that no such means shall be capable of making the front wheel brakes entirely inoperative.

3.33 SAFETY GLASS ON ALL VEHICLES.

3.331 REPLACEMENTS OF GLASS.—Whenever glass is replaced in the windshield and in the window next to the driver, in a bus, truck, or tractor; or in the doors and rear windows of a bus; or in the rear window of the driving compartment of a truck or tractor, the replacement shall be made with safety glass, which shall conform to the requirements contained in the "American Standard, Safety Code for Safety Glass for Glazing Motor Vehicles Operating on Land Highways, Z 26.1—1938," approved March 7, 1938, by the American Standards Association, 29 West 39th Street, New York, N. Y.

3.332 CASE-HARDENED GLASS PROHIBITED.—Case-hardened glass shall not be used for replacement purposes in any windshield, door, or window opening of any motor vehicle.

3.34 MISCELLANEOUS PARTS AND ACCESSORIES ON ALL VEHICLES.

3.341 WINDSHIELD WIPER.—Every motor vehicle having a windshield shall be equipped with at least one windshield wiper for cleaning rain, snow, or other moisture from the windshield in order to provide clear vision for the driver.

3.342 DEFROSTING DEVICE.—Every motor vehicle which is equipped with a windshield, when operating under conditions such that ice or frost would be likely to collect on the windshield, shall be equipped with a device or other means for preventing or removing such ice or frost.

3.343 REAR-VISION MIRROR.—Every truck, bus, and tractor shall be equipped with at least one rear-vision mirror, firmly attached to the motor vehicle and so located as to reflect to the driver a view of the highway to the rear.

3.344 HORN.—Every truck, bus, and tractor shall be equipped with a horn and actuating elements which shall be in such condition as to give an adequate and reliable warning signal.

3.345 FUEL CONTAINERS.

3.3451 *Fuel container not to project.*—No part of any fuel tank or container or intake pipe shall project beyond the sides of the motor vehicle.

3.3452 *Location of fuel container on bus.*—The intake pipe of any fuel tank or container, or any such container itself, shall not be located within or above the passenger-carrying portion of any bus.

3.3453 *Fuel containers of substantial construction.*—Every fuel tank or container supplying fuel for the propulsion of any motor vehicle shall be of substantial construction free from leaks and securely attached to the vehicle in a manner which constitutes good practice.

3.346 COUPLING DEVICES.

3.3461 *Mounting of fifth wheel.*—The lower half of every fifth wheel mounted on any tractor or dolly shall be securely and permanently affixed to the frame thereof by U-bolts or by other means providing at least equivalent security.

3.3462 *Securing of fifth wheel parts.*—The upper half of any fifth wheel shall be fastened as securely to the semitrailer as is required for the securing of the lower half to a tractor or dolly.

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ICC SAFETY REGULATIONS

(Continued from page 91)

3.3463 *Adequate locking of fifth wheel.*—Locking means shall be provided in every fifth wheel mechanism such that the upper and lower halves may not be separated without its manual release. A release mechanism actuated by the driver from the cab shall be deemed to meet this requirement.

3.3464 *Tow-bar.*—Every full trailer shall he equipped with a tow-bar which shall be structurally adequate for any weight drawn, properly mounted, without excessive slack but with sufficient play to allow for universal action of the connection, and provided with a suitable locking means to prevent accidental separation of the towed and towing motor vehicles.

3.3465 *Tracking.*—The tow-bar and its connections shall be so designed, constructed and installed, and the full trailer shall be so designed and constructed as to insure that the full trailer will follow substantially in the path of the towing vehicle and without whipping or swerving from side to side.

3.3466 *Safety chains.*—Every full trailer shall be coupled with safety chains (stay chains or cables) to the motor vehicle by which it is to be towed, which devices together with their means of attachment shall be adequate to prevent the separation of the towed and towing vehicles in the event of failure of the tow-bar.

3.347 TIRES.—Tires shall be provided on every motor vehicle adequate to support the maximum gross weight thereof.

3.348 DRIVE SHAFT (PROPELLER SHAFT) PROTECTION FOR BUSSES.—Where the drive shaft (propeller shaft) of any bus extends lengthways under the floor thereof, it shall be protected by means of at least one U-shaped guard or bracket at that end of the shaft which is provided with a sliding connection (spline or other such device) to prevent the whipping of the shaft in the event of failure thereof or of any of its component parts. A shaft contained within a torque tube shall not be deemed to require any such device.

3.349 EMERGENCY PARTS AND ACCESSORIES REQUIRED.

3.3491 *On every bus, truck or tractor there shall be—*

(a) At least one fire extinguisher, of a type inspected and labelled by Underwriters' Laboratories, Inc., 207 E. Ohio Street, Chicago, Ill., under Classification B, and utilizing an extinguishing agent which does not need protection from freezing, properly filled and securely mounted in a bracket. (Minimum size: one-quart carbon tetrachloride type, or two-pound carbon dioxide type.) This requirement shall not apply to any taxicab.

(b) One red lantern, when projecting loads are carried.

(c) One red cloth flag, not less than 12 inches square, when projecting loads are carried.

(d) At least one spare electric bulb for each kind of electric lamp used for any of the lighting devices required by these regulations.

(e) At least one spare electric fuse of each kind and size used for any of the electric lighting circuits on the motor vehicle.

(f) One set of tire chains, for all vehicles likely to encounter conditions requiring them.

(g) Three flares or three red electric lanterns; each flare (liquid-burning pot torch) or red electric lantern shall be capable when lighted of being seen and distinguished at a distance of 500 feet under normal atmospheric conditions at night time; each flare (pot torch) shall be capable of burning for not less than 12 hours in 5-miles-per-hour wind velocity, capable of burning in any air velocities from zero to 40 miles per hour, substantially constructed so as to withstand reasonable shocks without leaking, and shall be carried in a metal rack or box; each red electric lantern shall be capable of operating continuously for not less than 12 hours and shall be substantially constructed so as to withstand reasonable shocks without breakage.

(h) At least three red-burning fusees (if carrier elects to carry and use flares as warning signals); each fusee shall be

(TURN TO PAGE 94, PLEASE)

BOTH Can "Take" the Punishment of Hot Jobs

Unyielding under the punishing heat of hot jobs . . . that's the Edison HC (High Compression) Spark Plug. The *only* plug specially engineered to give top performance in today's "hotter running" engines.

SOLID, LEAK-PROOF GASKET
Only Edison Spark Plugs have the *patented*, spun-on, solid copper gasket, always perfectly centered. Assures 100% compression-tight fit, and never needs replacement.

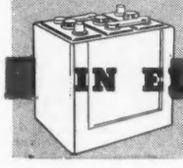
The Edison HC warms up faster and runs cooler. . . . Delivers more power without motor "ping." . . . Assures a hotter spark at highest speeds. . . . Burns the charge more completely, resulting in increased power and greater fuel economy. . . . Gives premium performance with regular gas. . . . Has longer life. . . . And costs no more.

Edison HC's are made in all sizes and heat ranges for trucks and cars. Try a set in your hottest job. You'll be dollars ahead in economy and performance.

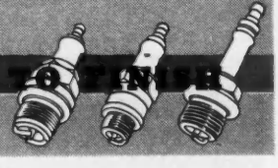
EDISON-SPLITDORF CORPORATION, West Orange, New Jersey

A SUBSIDIARY OF Thomas A. Edison INCORPORATED

Edison SPARK PLUGS



IN ELECTRICITY, IT'S Edison FROM START TO FINISH



ICC SAFETY REGULATIONS

(Continued from Page 92)

made in accordance with specifications of the Bureau of Explosives, 30 Vesey Street, New York, N. Y., and so marked, and shall be capable of burning at least 15 minutes.

NOTE.—*Flares (pot torches), fusees, oil lanterns, or any signal produced by a flame, shall not be carried or used as warning signals for motor vehicles used in the transportation of inflammable liquids or inflammable compressed gases in cargo tanks; but in lieu of such flares and fusees, three red electric lanterns shall be carried. See Rule 2.232.*

(i) At least two red cloth flags, not less than 12 inches square, with standards.

3.3492 *On every bus there shall be—*

(a) All items listed under Rule 3.3491 and in addition:

(b) One metal first-aid kit, heavy duty 10-unit type.†

(c) One hand ax.

PARTS AND ACCESSORIES REQUIRED ON NEW VEHICLES

[Acquired on and after Jan. 1, 1940]

3.4 ADDITIONAL EQUIPMENT REQUIRED ON NEW VEHICLES.—Every new motor vehicle acquired by a motor carrier on and after Jan. 1, 1940,* shall in addition to the requirements hereinbefore set forth, be at all times equipped as follows:

3.41 LIGHTING DEVICES ON NEW VEHICLES.

3.411 ELECTRIC LAMPS.—All lamps required by these regulations to be securely and permanently affixed to any new motor vehicle shall be electric.

3.412 DUAL OR MULTIPLE BEAM HEAD LAMPS.—Head lamps on any new motor vehicle shall be of the dual or multiple beam type.

3.413 ADEQUATE WIRING AND CONNECTIONS.—Each piece of electrical equipment on any new motor vehicle, except high-tension ignition circuit, shall be connected to the source of its power with suitably insulated stranded wire of electrical conductivity not less than the equivalent of No. 16 B & S gage solid copper wire. This shall not be so construed as to prohibit the use of the frame or other metal parts of such motor vehicle as a return ground system. The wiring and all connections and contacts, except the starter circuit, shall in any event be such that, with all electrical devices on the motor vehicle, except the starter, in operation and the generator operating at its maximum output, the voltage drop to any lamp or other device shall not be excessive.

3.42 BRAKES ON NEW VEHICLES.

3.421 BRAKES REQUIRED ON ALL WHEELS.—Every new motor vehicle shall be equipped with brakes on all wheels, excepting any full trailer, semitrailer, or pole trailer of a gross weight not exceeding 3,000 pounds; provided, however, that the gross weight of any such full trailer or 4-wheel pole trailer without brakes shall not exceed 40 per cent of the gross weight of the towing vehicle, and that the gross weight of any such semitrailer or two-wheel pole trailer without brakes shall not exceed 40 per cent of the gross weight of the towing vehicle when connected to the semitrailer or two-wheel pole trailer. *(See illustration on page 96.)*

3.422 AUTOMATIC APPLICATION OF BRAKES UPON BREAKAWAY.—Every new full trailer,

(TURN TO PAGE 96, PLEASE)

* Oct. 15, 1940 for Private Carriers.

† Specification 269-A, June 8, 1938, Branch of Supply, Procurement Division, Treasury Department, Washington, D. C., Specification for Kits, First-Aid, illustrates the type of first-aid kit meeting the requisites of this rule. The requirements and contents of a 10-unit first-aid kit in the above specification, quoted in part, are as follows:

E-2b (1)—Class 1 (10-unit).—The case shall measure approximately 8 by 4½ by 2½ inches and shall be made of sheet steel not less than 0.037 inch in thickness. All seams and joints shall be welded. The cover shall be attached to the base by means of a continuous piano hinge, spot-welded in place. The case shall be so designed that the cover shall open to an angle of 90 to 100 degrees with the base, and at that point a substantial stop be provided; such stop shall in no manner interfere with the smooth operation of the cover.

E-2b (1) e—Contents.—Each case shall be provided with a contents label placed on the inside of the cover, giving brief instructions for first-aid treatment and arrangement of contents. The case shall contain the following: (See also paragraph E-3 for detailed specifications as to the content requirements.)

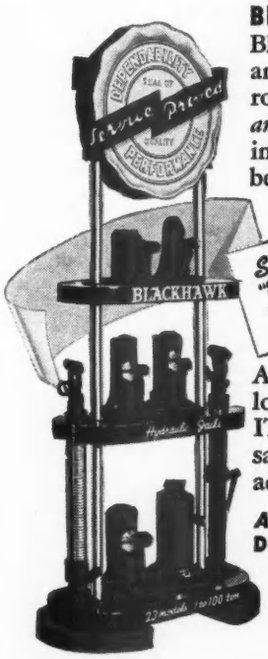
4-inch bandage compresses, 1 package. 2-inch bandage compresses, 1 package. 1-inch adhesive compresses, 2 packages. 40-inch triangular bandage, 1 package. Burn ointment, 1 package. Ammonia inhalants, 1 package. Iodine applicators, 1 package. Wire splint, 1 package. Tourniquet and forceps, 1 package.

IS THERE A "JOKER" IN YOUR JACK BOX?

Don't put your drivers "on the spot" with jacks they can't depend on. After all, they're just as interested in maintaining schedules and preventing costly delays as you are. Keep their confidence by giving them dependable Blackhawks. The delay and trouble caused by one jack failure costs you more than the price of a trustworthy Blackhawk Hydraulic.

BLACKHAWKS ARE "SERVICE-PROVED"

Blackhawk Jacks give you the size, sturdiness and power you need for quick service on the road. Their giant hydraulic power *raises truck and load,* thus preventing time loss of unloading and reloading. They are backed by an unbeatable record for keeping rolling stock rolling. They are the *only jacks* to carry the "Service-Proved" Seal, your assurance of more-for-your-money value.



See this display of "Service Proved" Jacks at your Blackhawk Distributor.

GET BLACKHAWK QUALITY

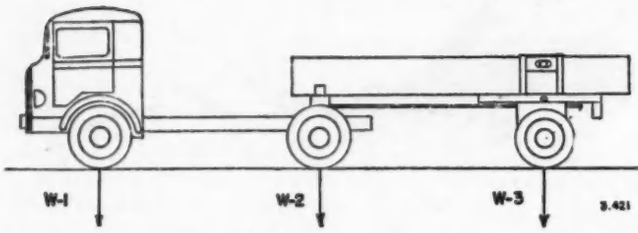
A jack at any price is worthless unless it gives you long service with SAFETY and DEPENDABILITY. Buy Blackhawks—and be safe! Your jobber salesman will help you select the proper models according to loads, tire sizes and axle heights.

A Product of **BLACKHAWK MFG. CO.**
Dept. J1141 **MILWAUKEE, WISCONSIN**

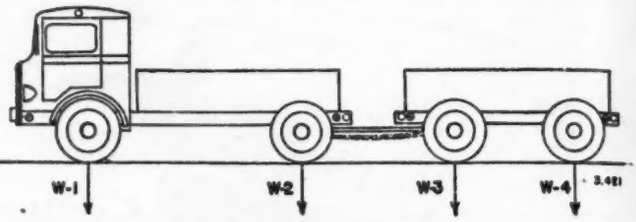
THE "*All-American*" LINE-UP for AUTOMOTIVE SERVICE
HYDRAULIC HAND JACKS · HYDRAULIC SERVICE JACKS · PORTO-POWER WRENCHES

BLACKHAWK

(Diagrams to illustrate brake requirements for light trailers)



Semitrailer or 2-wheel pole trailer of 3,000 pounds gross weight or less must be equipped with brakes if W–3 is greater than 40 percent of the sum of W–1 and W–2



Full trailer or 4-wheel pole trailer of 3,000 pounds gross weight or less must be equipped with brakes if the sum of W–3 and W–4 is greater than 40 percent of the sum of W–1 and W–2

ICC SAFETY REGULATIONS

(Continued from Page 94)

semitrailer, and pole trailer (except those weighing 3,000 pounds gross or less), shall be equipped with brakes of such a character as to be automatically applied upon break-away from the towing vehicle, and means shall be provided to maintain application of the brakes in such case for at least 15 minutes.

3.4 SAFETY GLASS ON NEW VEHICLES.

3.431 SAFETY GLASS IN CERTAIN SPECIFIED OPENINGS.—Whenever glass is used in the windshield and in the window next to the driver in a bus,, truck or tractor; or in the doors and rear windwos of a bus; or in the rear window of the driving compartment of a truck or tractor, it shall be safety glass which shall conform to the requirements contained in the "American Standard, Safety Code for Safety Glass for Glazing Motor Vehicles Operating on Land Highways, Z 26.1—1938," approved March 7, 1938, by the American Standards Association, 29 West 39th Street, New York, N. Y.

3.432 CASE-HARDENED GLASS PROHIBITED.—Case-hardened glass shall not be used in any windshield, door or window opening of any motor vehicle.

3.44 MISCELLANEOUS PARTS AND ACCESSORIES ON NEW VEHICLES.

3.441 SPEEDOMETER.—Every new bus, truck, and tractor shall be equipped with one speedometer or tachometer which shall be operative with reasonable accuracy.

For Part 1, See Page 176
For Part 5, See Page 184

Vying for top honors in the refuse disposal field is this 35 cu. yd. dumper recently delivered to a Chicago firm. The 20 ft. Heil Model H-11 body features a double-acting tail gate and twin-cylinder, straddle-mounted dumping unit. Chassis by Hendrickson.

780,000 MILES IN 1940

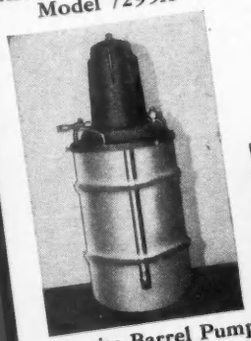
Without a Single Bearing Failure!

W. B. OSBORNE
Master Mechanic

ALEMITE POWER LUBRICATION *Keeps Fleet Rolling* for Duke Power Company, Charlotte, N. C.

Alemite Barrel Pump
Model 6701

Alemite Barrel Pump
Model 7295A



Alemite Barrel Pump
Model 7300

SAYS Duke's Master Mechanic, W. B. Osborne, "The Duke Power Company operates 60 buses and 20 trucks and passenger cars which covered a total of 780,000 miles in 1940. Our Alemite Barrel Pump *took care of high pressure lubrication on all of them,* and we didn't have a single bearing failure due to neglected lubrication!

"Incidentally, there's a considerable *time saving* over the lubrication method previously used, and that's worth while, too."

ALEMITE BARREL PUMPS FOR ANY SIZE FLEET

—All Have Exclusive New DYN-A-MATIC PRIMER!

Whether you operate *five units or five hundred,* there's an Alemite Barrel Pump to fit your needs exactly! Large operators meet maximum demands with the 6700 series. Medium size fleets find the 7200 series adequate. And for the small operator, the 7300 series takes care of all requirements perfectly.

All of these Alemite Barrel Pumps operate direct from original drums, *saving time and doing away with waste and contamination.* All high pressure models are equipped with the exclusive new Alemite DYN-A-MATIC PRIMER which forces lubricant into pumping mechanism, insuring freedom from air pockets! That's why no other pumps can duplicate Alemite performance with heavy fibrous grease *—at any temperature!*

WRITE TODAY FOR COMPLETE INFORMATION!

ALEMITE

REG. U. S. PAT. OFF.

Industrial LUBRICATION

ANOTHER STEWART-WARNER PRODUCT

1876 Diversey Parkway, Chicago, Illinois · Belleville, Ontario

Ask Anyone in Industry!

CCJ QUIZ

Do you see—or do you just look? This test will give you the answer . . . because it's really more of a test on your keenness of observation rather than on any special or technical knowledge. Giving yourself 10 points for each correct answer, you can consider yourself rather observant if you score 90 or more; 70 or 80 puts you in the "average" class; below 60 . . . you could be a little more observant, or maybe it's just that you need your glasses changed.

Correct answers on page 106.

1.

The 1941 Chevrolet truck models have been on the road for half a year now. Have you taken time out to notice that the lines on the grille work were:

a. Vertical. b. Horizontal.
c. Part vertical and part horizontal.
d. Diagonal.

2.

We know you've seen pictures of these automotive moguls dozens of times. Tell us which, if any, sports a mustache.

a. Henry Ford. b. K. T. Keller.
c. Wm. Knudsen. d. None of these three.

3.

Which of these rubber companies shows its trade-mark, a winged shoe, on every tire it manufactures?

a. Goodyear. b. Goodrich. c. Firestone.
d. United States. e. General.

4.

Maybe this one is too easy . . . but you'd be surprised how many folks have been caught on it. In the ordinary traffic signal combination of red, green, and amber, what is the usual arrangement going from top to bottom?

a. Red, green, amber.
b. Red, amber, green.
c. Green, red, amber.
d. Green, amber red.
e. Amber, green, red.
f. Amber, red, green.

5.

How often have you seen (or looked at) U. S. route markers? If you've really seen them, you'll know that their shape is that of:

a. A circle. b. A square. c. An octagon.
d. An escutcheon. e. A keystone.

6.

Supplementing the previous question, what additional information is given on U. S. route markers besides the mere route number?

a. The name of the state.
b. The compass direction—north, east, south, or west.
c. The number of the intersecting highway being approached.
d. There is no other information.

7.

Like the carved figures at the prow of old-time ships, you'll find at the front of Mack trucks the familiar figure of:

a. A winged horse. b. An eagle.
c. A gargoyle. d. A griffin. e. A bulldog.

8.

Maybe you've never driven a truck in this particular area and maybe you never intend to . . . but if you've ever looked at a U. S. map you should have no trouble with this one. In driving from South Dakota to Kansas what state must be crossed?

a. Nebraska. b. Iowa. c. Missouri.
d. North Dakota. e. Oklahoma.

9.

You know that the International Harvester trade-mark and identification plate is some sort of a diamond affair. Be a little more specific. How many diamonds are there?

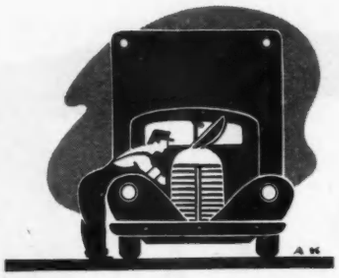
a. One. b. Two. c. Three. d. Four. e. Five.

10.

Here's the last question, and it's a real indication of just how observant you are. Now, don't you dare peek . . . tell us what is the dominant color on the front cover of this issue of COMMERCIAL CAR JOURNAL.

a. Red. b. Green. c. Yellow d. Blue. e. Orange.

TROUBLE SHOOTING GUIDE



This tabulation analyzes all the factors in three main engine troubles—knocks, excessive oil consumption, overheating—and also deals with Road starting. No remedies of troubles are offered because in principle the remedy is obvious and in practice it is varied owing to circumstances and conditions.

The trouble shooter can use this material as a guide or as a reminder to prevent his overlooking any factors causing trouble or affecting the source of trouble. A combination of several minor conditions may be more puzzling and harder to find than one major one.

ENGINE KNOCK

A—CONNECTING RODS

A1. Loose connecting rod bearing.
A2. Loose piston pins or worn piston pin bushings
A3. Connecting rods bent or twisted

B—PISTONS

B1. Piston slap, worn pistons or cylinders, tight piston pins
B2. Rattle when piston rings are broken or loose in grooves
B3. New piston rings in worn cylinder striking shoulder
B4. Loose piston struts

C—CYLINDERS

C1. Carbon knock
C2. Fuel knock or detonation
C3. Ignition timed too early or sticking automatic spark advance
C4. Cylinder not at right angle to crankshaft
C5. Wrong cylinder head gasket
C6. Loose cylinder block

D—CRANKSHAFT

D1. Loose main bearings
D2. End-play in crankshaft
D3. Loose flywheel, counterweights, vibration dampener or timing gear
D4. Bent or sprung crankshaft

E—CAMSHAFT DRIVE

E1. Improperly adjusted timing chain
E2. Worn timing gears
E3. Main bearings adjusted so tightly that timing gears engage in too close mesh
E4. Metal chip wedged between teeth of timing gear
E5. Timing gear loose on shaft
E6. Off center gears

F—VALVE ACTION

F1. Too much clearance between valve and tappet
F2. Worn valve lifter rollers, pins, or mushrooms
F3. Worn valve lifter or guide
F4. Worn valve stem guides
F5. Worn rocker armshafts or bushings
F6. Loose rocker armshaft bracket
F7. Flat spot on rocker arm
F8. Broken or weak valve springs

G—CAMSHAFT GROUP

G1. Worn camshaft bearings
G2. End-play in camshaft
G3. Flat spot on the heel of a cam

H—ENGINE GENERAL

H1. Loose engine support bolts
H2. Engine support brackets loose in frame
H3. Worn bushings on accessory shaft
H4. Too much pressure or air lock on plunger type oil pumps
H5. Loose or worn magneto, pump, or generator couplings
H6. Broken spring in fuel pump

EXCESSIVE OIL CONSUMPTION

A—OIL PUMPING

A1. Insufficient ring tension
A2. Insufficient clearance at ring gap

A3. Rings too loose or too tight in grooves
A4. Uneven ring pressure against cylinder wall
A5. Warped or twisted rings
A6. Too much clearance behind compression ring
A7. Too little clearance behind oil ring
A8. Out of round and tapered cylinders
A9. Cylinders not at right angles to the crankshaft
A10. Worn pistons and cylinder walls
A11. Misaligned connecting rods
A12. Loose and elliptical shaped engine bearings
A13. Mismatched bearing halves
A14. Too much clearance between valve stems and guides
A15. Excessive oil pressure
A16. Thin or diluted oil
A17. Defective fuel pump

B—OIL LEAKS

B1. Oil pan
B2. Rear main bearing
B3. Front main bearing
B4. Oil pump
B5. Rear camshaft bearing
B6. Timing case cover
B7. Valve tappet cover
B8. Rocker arm cover
B9. Accessory shaft opening in timing case

OVERHEATING

A—RADIATOR

A1. Insufficient supply of water
A2. Obstructed air flow
A3. Radiator core covered with heavy paint
A4. Fins or air passages stopped up with mud or insects
A5. Tubes or passages pinched, bent or dented
A6. Shutter not opening fully
A7. Anti-freeze not removed
A8. Bent or loose baffle plate
A9. Leak in overflow pipe
A10. Pinched overflow pipe
A11. Inside of tubes or passages clogged with sediment, etc.
A12. Thermostat not functioning properly
A13. Incorrect radiator core

B—FAN

B1. Slipping fan belt
B2. Fan pulley worn too smooth or wide in groove
B3. Fan bearings tight, dry, or defective
B4. Fan blades too flat

C—WATER HOSE

C1. Hose old or thin causing collapse from pump suction
C2. Rotted internally permitting lining to impede circulation

D—WATER PUMP

D1. Loose impeller
D2. Excess wear between impeller and housing
D3. Worn pump shaft or packing

E—WATER JACKET

E1. Core not completely removed from casting
E2. Circulating holes partially stopped up
E3. Insulated with rust, etc., or stopped up with hose fragments
E4. Improper cylinder head gasket

F—ENGINE

F1. Engine tight, new or overhauled
F2. Oil pump not circulating efficiently
F3. Oil too thin or diluted, or too heavy
F4. Improper valve timing
F5. Valves not properly seated
F6. Pistons and rings not properly fitted
F7. Excessive piston ring wall pressure
F8. Scored cylinder walls
F9. Insufficient clearance at ring ends

G—CARBURETOR AND MANIFOLDS

G1. Mixture too rich or too lean
G2. Air leaks in manifold
G3. Improper regulation of heat control

H—IGNITION

H1. Improperly timed ignition or sticking spark advance

HARD STARTING

A—IGNITION

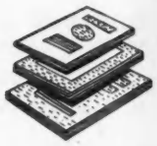
A1. Low battery
A2. Improperly spaced or dirty spark plugs
A3. Improperly spaced or dirty points
A4. Weak coil
A5. Weak condenser
A6. Defective starting motor
A7. Too heavy oil
A8. Poor insulation on high tension wires

B—FUEL SYSTEM

B1. Vapor lock
B2. Improper carburetor adjustment
B3. Improper automatic choke adjustment
B4. Defective fuel pump

One of eight outside-frame Trailmobile trailers recently purchased by the Wilson Freight Forwarding Co. of Cincinnati. The completely-enclosed body is 26 ft. long, tires are 10.00/20 and total trailer weight is 5900 lb.

FREE BOOKS



. . . a special selection made by the editors . . . to get your copy, just check the letter on the post card between pages 204 and 205 which corresponds with the item you desire and mail to Commercial Car Journal, Philadelphia.

"Tools of Progress"

The new Duro Metal Products Co. catalog, "Tools of Progress," features illustrations of tools that really give the mechanic a true picture of what the tool looks like. There are 136 pages of information and illustrations of automotive tools including wrenches, sockets and special tools, singly and in sets. Check "A" on the postcard.

"Here Today . . . . . "

The Travelers Insurance Co. has done its usual bang-up job on its annual booklet which gives facts and a comprehensive analysis of these facts on highway accidents. This one, which is the eleventh of the series, is titled "Here Today . . . . ." Special features this year include editorials on speed, pedestrian accidents and the need for greater courtesy on the highway. Check "B" on the post card.

Sealed Power Manual

A fourth edition has brought the Sealed Power Oil and Gasoline Economy Manual up to date. There is much worthwhile information, amply illustrated, on causes of oil pumping and the proper cures. Over 120,000 copies of previous editions have been distributed, many of them to be used as a text book in automotive courses. 30-pages in all. Check "C" on the post card.

Ted Nagle Equipment Catalog

A great deal of useful information has been included in the Ted Nagle Equipment Corp. catalog. The information is a valuable reference for the trouble shooter and tune-up mechanic. Included also are descriptions of the various pieces of shop equipment made by the Company. Check "D" on the post card.

Wayne Pump Booklet

The Wayne Pump Co., Fort Wayne, Ind., has published a Rotogravure Booklet which features the Golden Anniversary pump Model 100. This attractive piece which in addition to describing the new pump, tells about the company and the men who run it. Copies of the booklet will be sent to any fleet operator. Check "E" on post card.

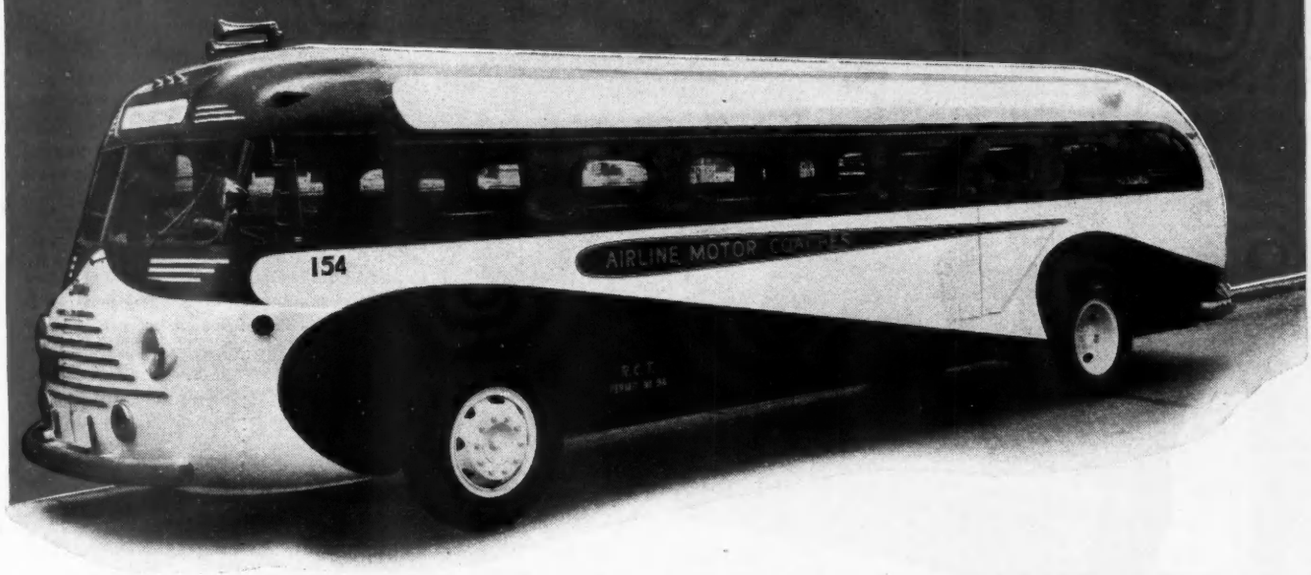
QUIZ ANSWERS

(See page 98)

1. c. 2. c. 3. a. 4. b. 5. d.
6. a. 7. e. 8. a. 9. c. 10. b.

DITZLER

LIKE WE BUY TIRES!"



So says Mr. Thomas Spinks of the Airline Motor Coach Lines, Henderson, Texas.

By that, Mr. Spinks means that they buy Ditzco Enamels, Primer Surfacers, Thinners, etc., on a *performance basis*—and his company's experience, on 83 coaches, has proven to him that Ditzler materials do *out-perform!*

"In depth of color and gloss retention", says Mr. Spinks, "Ditzco Enamels are superior to any other finishes we have ever used. Our equipment is better looking than ever before!"

Airline Motor Coach Lines are just one of many leading coach line operators who prefer Ditzler materials.

There is a Ditzler distributor near you, who will be glad to tell you more about the new, 1941 Ditzler Fleet Service Plan and how you can use it to keep better looking equipment on the road at less cost.

If you do not know the name of your nearest Ditzler distributor, write us direct.

DITZLER COLOR COMPANY • DETROIT, MICH.

MAINTENANCE PROCEDURE FOR HAND FIRE EXTINGUISHERS

Compiled by Safety Research Institute, New York

FIRE extinguishers, to be instantly available for use at all times, must be properly recharged and inspected. The date of recharging should be noted on the tag provided for that purpose, along with the name or initials of the man doing the work. Full instructions for recharging the various types of extinguishers are given on the labels and they should be followed to the letter.

When the 2½-gal. units are recharged, all parts should be washed thoroughly in water and the water drained through the hose. The shell should be examined to make certain it is sound at the seams, for, after all, it is a pressure container. The head gasket and hose should be examined for signs of deterioration, and the strainer should be cleaned.

When the cap is screwed back on the shell, the worker should make certain that at least four threads are engaged. A small amount of vaseline may be placed in the threads to make the task easier and facilitate removal for the next recharging.

All chemical solutions should be mixed in clean containers and not in the shell of the extinguisher, and the container should be carefully rinsed before being used for a new solution.

Only liquid obtained from the manufacturer should be used in the vaporizing liquid type extinguisher. The use of commercial carbon tetrachloride, which may contain some water or chemical impurities, is likely to damage the interior of the extinguisher or, if used on live electrical equipment, endanger the operator.

Directions of Inspecting and Recharging Extinguishers.

SODA-ACID: recharge annually. If exposed to temperatures below 40 deg. F., place in suitably heated cabinets. Do not mix anti-freeze crystals with the solution.

FOAM: recharge annually. Anti-freeze ingredients should not be added to the solution and if exposed to temperatures below 40 deg., extinguishers of this type should be kept in suitably heated cabinets.

VAPORIZING LIQUID: recharge after use and keep unit filled at all times. Test action of pump by discharging a portion of the liquid into a clean, dry container. The test liquid can be poured back through the filler opening. Guard against overfilling. No lubricants should be used on the piston of this type of extinguisher, nor should any water be placed in it.

LOADED STREAM: recharge after use; inspect annually to see if container is filled and that hose and gasket are in good condition. Weigh carbon dioxide cylinder and replace it if it has lost one-half ounce. Extinguishers of this type may be exposed to temperatures as low as 40 deg. below zero F.

CARBON DIOXIDE: recharge after use; inspect annually to note if seal is intact. Weigh the unit to make certain weight is equal to that stamped on it. Loss of 10% in weight indicates the need for recharging.

ANTI-FREEZE, PUMP TANK: recharge after use; inspect annually to make certain it is filled to filling mark. Test pump action by operating pump for several strokes, directing the stream back into the tank.

ANTI-FREEZE, OTHER TYPES: recharge after use; inspect annually to see if container is filled and that hose, gasket, etc., are in good condition. If carbon dioxide is used for pressure, loss of one-half ounce in the weight of the cylinder is cause for replacing it with a new one.

N. Y. Safety Convention

"Safety—Defense—Liberty" is the theme billed for the Twelfth Annual Safety Convention sponsored by the Greater New York Safety Convention, to be held April 22 to 25. The program will emphasize the close relationship between accident prevention and defense preparations.

FOURTEEN "VETERAN" TRUCKS are giving 12% to 30% longer mileage between overhauls since the Van Doren Laundry Service, Inc., called in a Socony-Vacuum fleet engineer.

Just look at what W. M. Van Doren says:

"A trial with Sovac Truck-Bus Oil in our fleet reduced sludge formation...held wear to a minimum," Mr. Van Doren writes from his office in Westfield, New Jersey.

"That was five years ago," he explains. "Since then, your oil and engineering service have helped us keep operating costs at rock bottom.

"Our service manager, Edward B. Vroom, is very enthusiastic about our results with Sovac."

SERVICE FOR YOUR FLEET!

1 **YOUR PROBLEM IS ANSWERED!** Nothing is taken for granted, no step is overlooked. Socony-Vacuum's fleet engineer analyzes your fleet by makes and models, for type of service, loads carried, operating temperatures, engine condition, maintenance methods. He then helps your men carry out money-saving operating and maintenance improvements.

2 **LUBRICANTS TO FIT!** Socony-Vacuum's engineers are not guided by guesswork. They base recommendations on scientific tests—select products for *your* equipment from Sovac Truck-Bus Oils, Delvac 500 Series Oils, Mobilubes, and Mobilgreases.

3 **75 YEARS' EXPERIENCE!** And every Socony-Vacuum fleet engineer has been trained to apply this experience—greatest in the oil business—to help *you* hold maintenance and operating costs to a minimum.

4 **NATION-WIDE SERVICE!** Across the U. S. A., you will find our fleet engineers available to recommend lubricants to meet *all* conditions on your routes. SOCONY-VACUUM OIL CO., INC., and Affiliates: Magnolia Petroleum Co., General Petroleum Corporation of California.

Address Truck-Bus Division
Socony-Vacuum Oil Co., Inc.
26 Broadway, New York City

YOU BENEFIT FROM **75 YEARS'** LUBRICATION EXPERIENCE **1866-1941**

Fleet Engineer

NEW PRODUCTS

(CONTINUED FROM PAGE 119)

New Wet-Grinding Kit

A wet-grinding attachment in the form of a kit, designed for operation on valve stems and rocker arms, is available from the Van Dorn Portable Electric Tool Co., Towson, Md. The kit may be used with all Van Dorn wet-grinding valve resurfacers. It improves the grinding finish on valve stems and rocker arms without burning or distorting them.

Improved Metalizing Gun

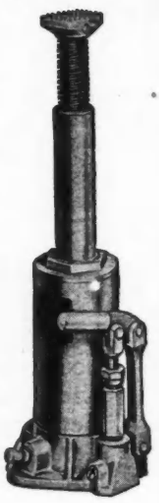
A new metalizing gun which can spray carbon steel, stainless steel, bronze brass, monel metal, nickel, aluminum, zinc and other metals available in wire form, has been introduced by the Metalizing Engineering Co., Inc., 2107 Forty-first Ave., Long Island City, N. Y. It is particularly adaptable for building up worn crankshafts, throw bearings, water pump impeller spindles, armature shafts, and other parts, as well as for repairing cracked cylinder blocks.

A "controlled power unit" provides automatic adjustment of wire feed regardless

of fuel used which may include acetylene, propane, hydrogen, natural gas or manufactured gas. Improved spraying characteristics are also claimed for the new model which is known as the Type 2E Metco Metalizing Gun.

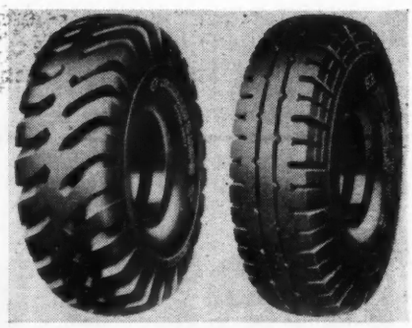
New Blackhawk Jacks

Two new hydraulic hand jacks have been added to the line manufactured by the Blackhawk Mfg. Co., Milwaukee, Wis. The new M-7.3, with a capacity of 5 tons, has a low height of 7 5/16 in. and a total height of 14½ in., provided by a telescopic double lift. The DE-11 has a collapsed height of 11 in., a 6½-in. lift and a 3½-in. screw extension, giving a total extended height of 21 in., sufficient to handle any high axle job. It has a full 12-ton capacity.



Tires Added to Seiberling Line

Two specially designed commercial tires have been added to the line manufactured



by the Seiberling Rubber Co., Akron, Ohio. The H.T. type features a flatter tread and a closer tread pattern, offering more rub-

(TURN TO PAGE 124, PLEASE)

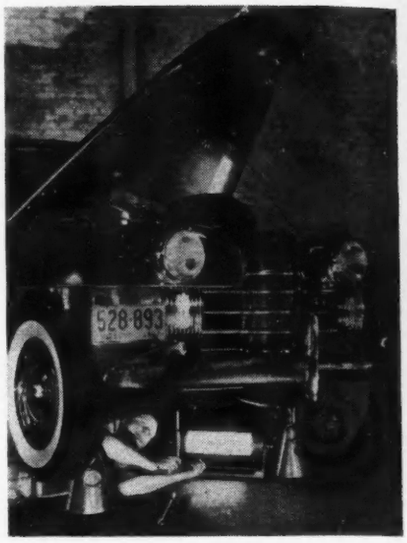
NEW PRODUCTS

(CONTINUED FROM PAGE 122)

ber in contact with the road. Shoulder grooves are unusually deep. Beads, of dual construction, incorporate woven piano wire. The T.L., a traction lug type tire built for heavy duty is suited for use where maximum traction is required in off-the-road service. Tread design is a compromise between the conventional "snow and mud" design. The carcasses of both tires are constructed of Saf-flex cord.

Fluorescent Units by Aray

Two portable fluorescent lighting units designed for use in the shop have been announced by the Aray Mfg. & Supply Co., 3107-3109 Pine St., St. Louis, Mo. Model A 61 is equipped with two 15 watt fluorescent lamps mounted in a baked red wrinkle casting. A baked white, removable reflector is said to reduce glare and shadows, while the unbreakable lens is said to be impervious to water, oil and greases. The unit is mounted on steel casters and is provided with a tool compartment. Model A 80, equipped with a single 15 watt lamp, has two adjustable



hooks for suspending unit over work. Both lamps are complete with a 20 ft. rubber cord and plug.

Fowler Lettering Screen

The H. B. Fowler Co., Wayne, Pa., is making silk screens for direct printing on trucks. The printing is done by simply applying a paste-like paint over the silk screen which any painter can do. If for any reason the legend must go on a concave surface or is too large for direct

printing a silk screen can be obtained for making your own decalcomanias. The screen lasts indefinitely in fleet operators' shops.

Several colors can be had by using more than one screen and various types of lettering paint are available. To get a quotation for a screen it is necessary to furnish a copy of your decalcomania or complete specifications of your lettering and emblem.

Anthony Rubber Insets

Restraining chains and springs are now being replaced with special rubber insets, in the new Anthony low-mounted hydraulic-hoist dump-bodies and super-hoist models. Developed by the Anthony Co., Streator, Ill., they prevent both "over-run" and "kick back" (the inherent tendency of a dump body to rear over backwards) when dumping a load or spreading gravel.

(TURN TO PAGE 126, PLEASE)

DON'T DRIVE IN THE RED WITH "RIPE TOMATO ACCELERATION"

NOTHING can ruin schedules so quickly as a unit that has no *power*. That's ripe tomato acceleration—and it costs more than delayed schedules. It costs you real money . . . in wasted oil and in wasted gasoline. There's only one complete answer to ripe tomato acceleration. That is a set of American Hammered Piston Rings. It's the one line with the right ring set-up for each engine condition and the one-and-only POWER ring in the second groove.

There is a special
COMMERCIAL ENGINE SET
for every popular bus and truck

FOR INCREASED POWER . . . DECREASED OIL CONSUMPTION . . . IMPROVED MILEAGE, USE

American Hammered Piston Rings

a KOPPERS product

POWER

NEW PRODUCTS

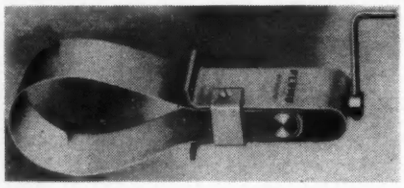
(CONTINUED FROM PAGE 124)

Plastics to Bat for Aluminum

In order to cope with the shortage of aluminum for commercial uses, a new line of plastic products in simliar shapes and sizes as supplied in aluminum has been announced by the R. D. Werner Co., Inc., 380 Second Ave., New York, N. Y. Available in a wide range of colors, the new line includes rods and tubes, both flexible and rigid.

Plomb Ring Compressor

A piston ring compressor which is said to operate with speed and efficiency on all



types of engines has been put on the market by the Plomb Tool Co., 2209 Santa Fe Ave., Los Angeles, Calif. Direct pressure is exerted on the rings by means of a steel band and a crank arrangement. The new tool is available in three sizes: small, for all passenger cars; medium, for buses and trucks; large, for Diesels and large industrial units.

"Lightning" Analyzer

A new electrical trouble shooter, said to check all electrical parts on a car in 15 minutes, has been announced by the Electro Products Co., 621 E. 216th St., New York, N. Y. The unit features a Micro-Sensitive Leak Detector which is claimed to be so sensitive that it will detect current carried through a match flame. The high frequency circuit indicates where leakage occurs. Built in a heavy steel case and finished in crystalline black with an etched aluminum panel, the analyzer is furnished complete with all necessary leads and instructions.

U. S. Tire Additions

A new Gillette Super Ribbed tire of rayon construction heads the line of passenger car, truck and bus tires offered by the United States Rubber Co., Rockefeller Center, New York, N. Y. Designed for truck and bus use, the tire features an impact-resisting cord body and special construction to radiate heat on high speed, long haul operations. Combination ribbed and stud tread design is used. Included in the truck and bus line are the new Gillette Bear, a heavy service type, the Gillette Super Delivery and the Gillette Super Traction, designed for farm and rural use. The passenger car line includes two new Gillette Ambassadors, one of cotton and the other of rayon construction. A Super Traction is available also for passenger car use.

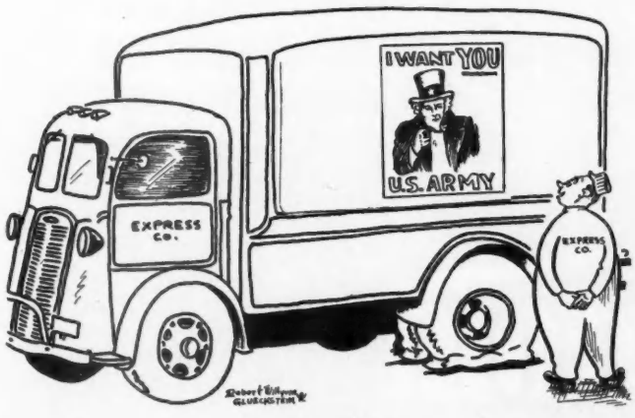
New Commercial Solvents Line

A completely new line of cooling system chemicals has been announced recently by the Commercial Solvents Corp., 17 East 42nd St., New York, N. Y., maker of Nor'way anti-freeze. Included are a cleaner, a quick-flush compound, an anti-rust solution, and a stop-leak compound. The line will be merchandised under the brand name Nor'way and packaged with a family resemblance to the anti-freeze.

MORE NEW PRODUCTS ON PAGE 130

With five tons of pig iron aboard this Ford COE is hitting the bumps of the "body twist" section on the Ford proving ground. Part of a run that may take it as high as 70,000 miles, the test includes high speed stretches with various torture tests that range from water and mud baths to Belgian blocks, brick and the concrete twisters illustrated here.

The most popular exhibits from the Chrysler Building at the New York World's Fair are currently on tour in the "Plymouth Motor Fair," transported by this caravan of Dodge trucks. The show includes the "Talking Plymouth," the three-dimensional talking picture, the model of the Plymouth factory plus other displays. One of the big trailers houses a complete power plant and another carries 1000 special folding chairs.



"NOW?"

"Here's one of 236 Reasons why we rely on THERMOID"

. . . LAWRENCE GEROSA of Gerosa Haulage and Warehouse Corp., New York City

"We have 236 units on the road—the largest fleet of its kind in the country," says Mr. Lawrence Gerosa of Gerosa Haulage and Warehouse Corp., New York City. "And because we use our entire fleet as a proving ground, I know what I'm talking about when I say that Thermoid Brake Lining is in a class by itself. I'll pick Thermoid every time for smooth, safe stops—and *lowest* cost per mile."

Mr. Gerosa's statement in itself is ample proof of Thermoid superiority. But it's only one indication of Thermoid's acceptance by a steadily growing number of the country's leading truckers. That's why we feel confident in asking you to try Thermoid under your own conditions. Pick out your toughest unit—give Thermoid a real test—judge by the results.

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THERMO-BLOCKS FOR HEAVIEST DUTY

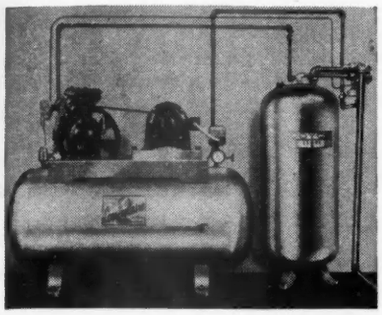
★ THERMOID COMPANY ★ *Trenton, New Jersey* ★

NEW PRODUCTS

(CONTINUED FROM PAGE 126)

Conservitaire Power Units

A new line of air compressor units has been put on the market by the Joyce-Cridland Co., Dayton, Ohio. The Conservitaire unit, designed for economy in hydraulic lift operation, returns air from the oil tank back to the live air tank when the lift



is lowered, thus reducing the time of operation of the compressor. The unit illustrated is Model JH11-T16, two-stage, two-cylinder Junior Conservitaire. Included in the complete line are horizontal and vertical models, single and two-stage compressors, with motors rated at ¾, 1 and 1½ hp.

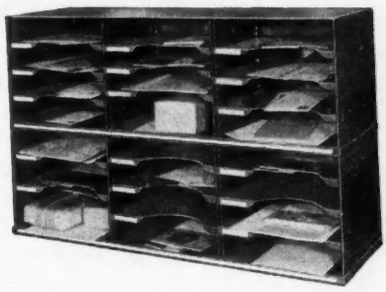
Hickman Full Floating Seats

A new truck seat embodying full floating construction has been announced by the Hickman Pneumatic Seat Co., Inc., Eden, N. Y. The frame unit is mounted on coil springs and supported at the back by rubber bushed linkage. The back and bottom

cushions are fastened to the frame, causing both cushions to move in unison. The cushions are finished in a green imitation leather upholstering fabric. Adjustable seat fittings can be furnished as optional equipment at a slight additional cost.

Lyon Steel Rack

A new steel sorting rack, which may be used for various paper forms as well as for storing sandpaper and small tools and parts, is announced by Lyon Metal Products, Inc., Aurora, Ill. The rack of spot-weld construction is equipped with nine removable shelves, complete with label-holder, which are adjustable every half inch. One of the features is a recessed



bottom, which permits racks to be stacked securely. Each rack is 34 1/3 in. wide by 11½ in. deep x 10⅝ in. high.

Shelving Equipment by Aurora

A new line of improved, high load capacity steel shelving, storage and display equipment is available from the Aurora Equipment Co., Aurora, Ill. Three different types of steel shelves with load capacities ranging up to 700 lb. for a 12 x 36-in. shelf form the basis for the new equipment. A new channel-type reinforcement, welded to the shelf itself, gives greater rigidity and strength. Shelves and supporting uprights are available in a standard color of olive green baked enamel.

SERVICING THE WHITE HORSE ENGINE

WITH the widening use of the White Motor Co.'s White Horse delivery unit considerable interest has developed regarding its servicing. There are short cuts in the procedure, of course, and it is the purpose of this article to make the work as easy as possible. Following is a fairly comprehensive description of the White Horse engine and the recommended methods of handling.

The White Horse engine is mounted integrally with the clutch, transmission and rear axle. This entire rear unit can be removed easily, making it accessible for service work. The engine itself is a 4-cycle, 4-cylinder, air-cooled, valve-in-head type with cylinders horizontally opposed. Mounted on the top are the distributor, carburetor, and intake manifold. The exhaust manifold is located on the bottom. On the left side of the engine is the generator, driven from the crankshaft by a V-belt. On the right side are the oil filler pipe, oil level gage, and starting motor.

Specifications of the White Horse engine are as follows:

Bore and stroke, 3⅝ in. x 3⅝ in.
Piston displacement, 150 cu. in.
Compression ratio, 5.5 to 1.
A.M.A. horsepower, 21.
B.H.P. at governed speed (2500 RPM), 40.
Torque (1200 RPM), 100.
Crankcase oil capacity, 3½ qts.

Engine clearances and adjustments are as follows:

Cylinder head to cylinder, .004-.008 in. shrink fit at 500 deg. F.
Piston clearance in cylinder bore, .002-.003 in.
Piston ring gap clearance, .010-.020 in.
Piston pin clearance in piston, .0002-.0007 in.
Main bearing clearance, .0015-.0035 in.
Crankshaft end play, .002-.012 in.
Connecting rod bearing clearance, .0015-.0035 in.
Connecting rod end play, .006-.012 in.
Valve stem to guide clearance, .002-.0038 in.
Valve tappet clearance, none; hydraulic lifters, .040-.060 in.
Valve seat angle, 30 deg.
Tension wrench torque for connecting rod bolts, 273-315 in. lb.
Tension wrench torque for main bearing cap bolts, 336-357 in. lb.
Oil pressure, 30-40 lb. with warm engine running at about 2000 rpm.
Breaker gap, .020 in. max.
Breaker spring tension, 17-20 oz.
Spark plug gap, .031 in.
Ignition timing, 12 deg. or 1 5/16 in. on flywheel before top dead center.
Firing order, 1-4-2-3.

The White Horse engine has cylinder heads of aluminum alloy with alloy iron valve guides and valve seats shrunk in place. The head is likewise attached to the barrel with a shrink fit. The base of the cylinder barrel pilots in the crankcase, and valve servicing is done by removing the cylinder from the crankcase. The valves are reseated without disturbing the head.

The crankcase is a separate casting with the cylinders bolted to it, and including the oil sump. Access to this unit is provided by a small plate bolted to the underside below the fuel pump.

The crankshaft is Tocco hardened and ground, fully counter weighted and balanced. It is mounted in three special copper-lead lined, steel-backed bearings, similar to the connecting rod bearings. The pistons are Parkerized and fitted with three 3/16 in. compression rings above piston pin

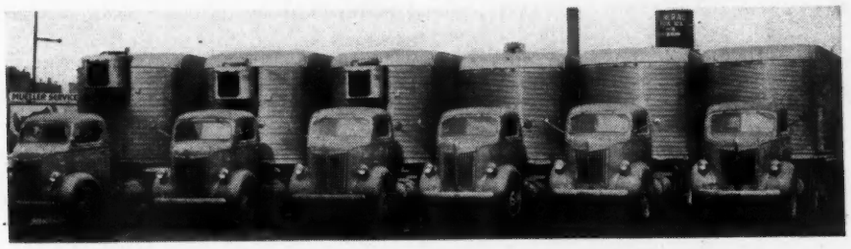
and one 3/16 in. oil ring below the piston pin. The poppet type valves have 3/8 in. diameter tip-hardened stems. Hydraulic type tappets are mounted horizontally.

The camshaft, a heat-treated drop forging, is located under the crankshaft and is supported by two steel-backed, babbitt-lined bearings in the crankcase. An integral gear, located at the rear end of the camshaft, meshes with the oil pump shaft gear to operate the oil pump and distributor. The camshaft is driven from the crankshaft by conventional timing gears, so that proper timing depends upon correct meshing of these gears. Marks on the gear faces make it easy to position them correctly.

The oil pump is bolted to a plate on the crankcase and can be quickly removed from the bottom of the engine. In service work, it is advisable to remove the ignition distributor whenever the oil pump is taken out because an extension of the pump shaft drives the distributor. When installing the oil pump, the engine should be rotated until the No. 1 piston is on the compression stroke and the mark "TDC" on the flywheel indicates top dead center for this piston. This mark is visible through a timing hole in the flywheel housing on the left side of the engine. Now insert the distributor with the rotor pointing to No. 1 cylinder. Next insert the oil pump, dovetailing the slot in the oil pump extension shaft with the key in the distributor shaft, and bolt the pump solidly to its supporting plate.

It is not difficult to resurface distributor contacts without removing the distributor from the engine. Simply remove the contacts and resurface with a fairly coarse oil stone, rounding the edges slightly for a good center contact. Replace contacts and set the contact spring tension. Then rotate the engine until the breaker points are fully separated when you can adjust the gap by loosening the lock screw on the movable point and turning.

The carburetor is a Zenith downdraft, fixed-jet type. A conventional adjustment screw regulates the air, providing a leaner idle mixture when turned outward, and a richer mixture when turned in. The idling system for low fuel consumption functions while idling or at speeds up to 20 miles per hour.



The Mueller Truck Line, which hauls principally packing house products between Kansas City and Chicago is proud possessor of this new fleet of Fruehauf stainless steel trailers, most of which are equipped with Thermo-King self-contained refrigerating units affording adequate protection for perishable loads.

NADA Sets Up Program to Alleviate Mechanic Shortage

THE National Automobile Dealers Association has developed a program to help its members meet the impending shortage of mechanics. So closely does the problem of the automobile dealer parallel that of the fleet operator that the program might well have been designed with the fleet operator in mind.

Warning that the automotive industry is going to lose men to defense industries and to the draft has been sounded by Wm. S. Knudsen, director of the Office of Production Management; C. R. Dooley, director of Training Within Iudustry of the same office, and A. F. Hinrichs, Acting Commissioner of Labor Statistics. These men along with other business leaders recognize the vital nature of replacing skilled men with trained labor.

Specifically the NADA program suggests that every employer of mechanical labor should study their shops and determine how many replacements he should provide against the certain demand for mechanics by:

1. Determine the exact draft status of each mechanic.
2. Study the probable effects on your business of the general increase in business which the Defense Program will bring.
3. Recognize the competition for labor which will come from the defense industry. Determine to train a certain number of men in anticipation of this competition which is sure to come.
4. Make every effort to retain the men you now employ. A careful study of working conditions, wage scales, etc., may lessen the likelihood of your men being attracted to other industries. Point out to them the advantages of permanent employment.
5. After giving consideration to all of these factors arrive at a definite total figure which will be the total number of men you seek to have available against this inevitable demand.

In large communities where there are associations it is suggested that the effort should be cooperative. In order to get the needed men the following steps are suggested:

6. Look over the men in your shop and find those who are not rated as mechanics but who are capable of doing mechanic's work. Also pick out those who are not doing mechanic's work but who with a little training could do at least some service operations.
7. Survey the employment bureaus, the acquaintances of your employes, etc., and the opportunity to rehire men who have left industry because of age or minor physical disabilities or for other reasons.
8. Start training the men. Remember when the need for mechanics becomes acute there will be none available since they will all have gone to the defense industries.

It is suggested that men be trained in special jobs since their training will become effective much faster that way than if they were trained as general mechanics. In larger shops it is suggested that competent mechanics should be relieved of their maintenance work and be used entirely as instructors.

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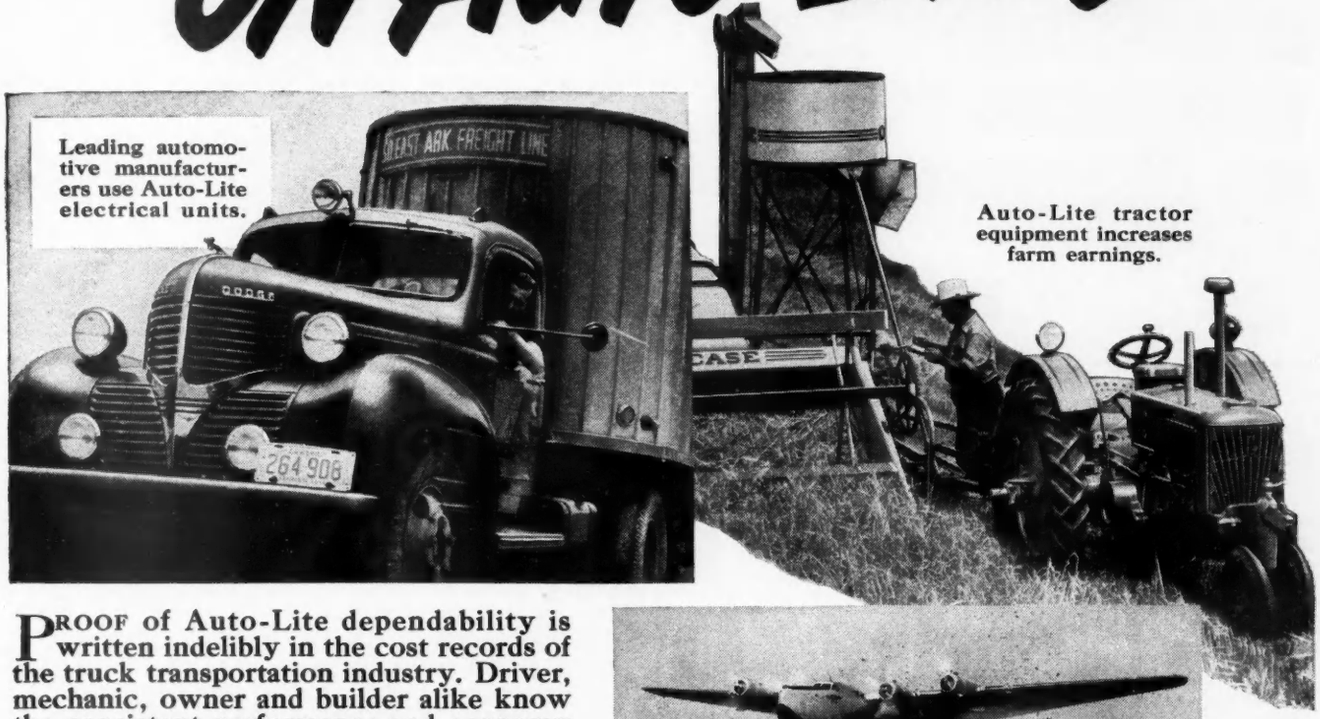
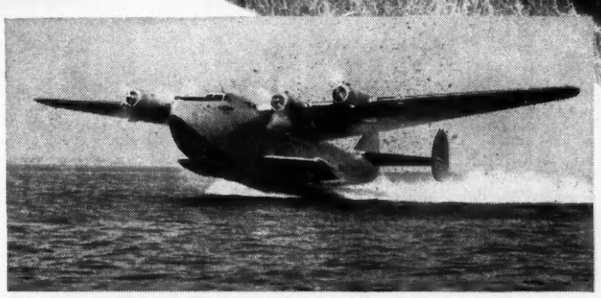


Leading automotive manufacturers use Auto-Lite electrical units.

Auto-Lite tractor equipment increases farm earnings.

PROOF of Auto-Lite dependability is written indelibly in the cost records of the truck transportation industry. Driver, mechanic, owner and builder alike know the consistent performance and economy that Auto-Lite starting, lighting and ignition give in this exacting service. Service improves, costs go down, whenever Auto-Lite equipment goes on the job.

For faultless electrical performance, insist on Auto-Lite starting motors, generators, coils, distributors, batteries, switches, wiring harness, horns, current and voltage regulators, "Sealed Beam" and Auxiliary lights. If you want to maintain schedules, and cut operating costs, see that your next truck is Auto-Lite equipped.



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AUTO-LITE ANNOUNCES SAFETY DIRECTOR AWARDS—The Electric Auto-Lite Company announces annual awards in the National Truck Safety Contest of The American Trucking Associations. Presentations will be made to individuals responsible for safety in the fleets winning first and second places in each of the two divisions: Local Operation and Long Distance Operation for fleets of vehicles of 11 to 25, 26 to 50, 51 to 100, and 101 and over.

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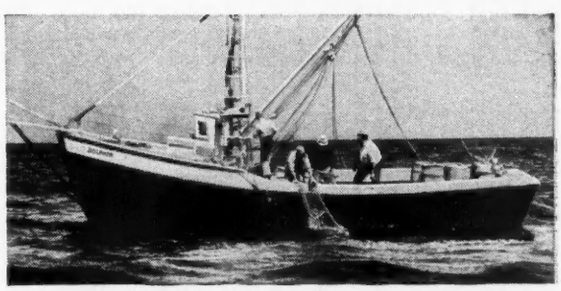

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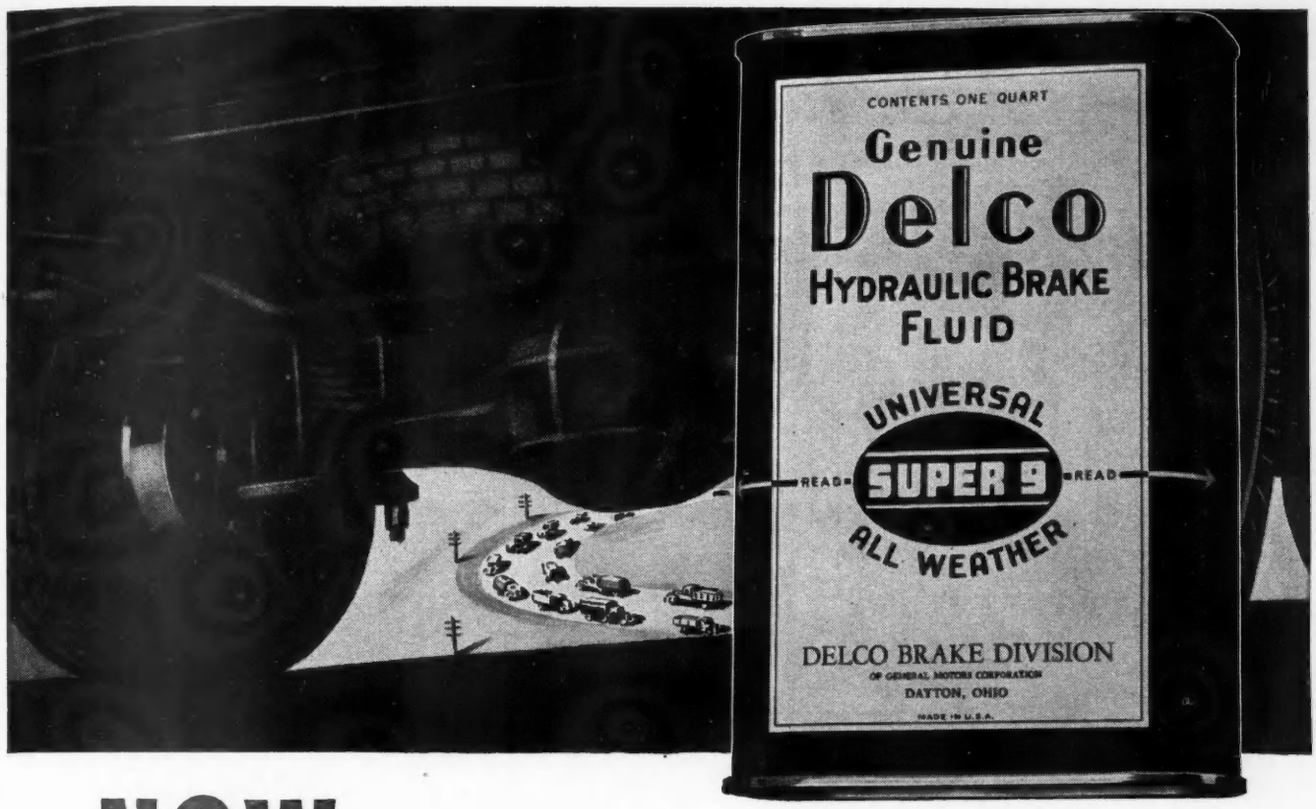
CHARGING CONTROLS

UNIT MODEL NUMBER	CUT-OUT RELAY		CURRENT REGULATOR		VOLTAGE REGULATOR	
	Closing Volts	Opening Amps.	Point Open (Inches)	Current Setting (Amp.)	Voltage Setting Closed Circuit (†) Open Circuit (*) Volts-Points Open (*)	
AUTO-LITE					70°F.	110°F.
CB-4012	6.5- 7.2	.5-2.5				
CB-4013	13.0-14.5	.5-2.0				
CB-4014	6.5- 7.2	.5-2.5				
CB-4014C	6.5- 7.2	.5-2.5				
CB-4021	6.5- 7.2	.5-2.5				
CB-4025	6.5- 7.2	.5-2.5				
RA-4004	6.5- 7.2	.5-2.5				
TC-4301A	6.5- 7.2	.5-2.5			8.2- 8.7*	7.9- 8.4*
TC-4302A	6.5- 7.2	.5-2.5			8.2- 8.7*	7.9- 8.4*
TC-4303C	13.0-14.5	.5-2.0			16.6-17.4*	16.0-16.8*
TC-4306A	6.5- 7.2	.5-2.5			8.2- 8.7*	7.9- 8.4*
TC-4317A	6.5- 7.2	.5-2.5			8.2- 8.7*	7.9- 8.4*
VRA-4102A	13.0-13.5	.5-4.0	.010 min.	39-41	14.4-14.7†	14.2-14.5†
VRB-4002C	6.4- 7.0	.5-3.0	.010-.020	25	7.3- 7.6†	7.1- 7.4†
VRB-4004B	6.4- 7.0	.5-3.0	.010-.020	28	7.3- 7.6†	7.1- 7.4†
VRB-4004C	6.4- 7.0	.5-3.0	.010-.020	24-26	7.3- 7.6†	7.1- 7.4†
VRB-4006A	6.4- 7.0	.5-3.0	.010-.020	22	7.3- 7.6†	7.1- 7.4†
VRB-4007A	6.4- 7.0	.5-3.0	.010-.020	29-31	7.3- 7.6†	7.1- 7.4†
VRB-4008A	6.4- 7.0	.5-3.0	.010-.020	30	7.3- 7.6†	7.1- 7.4†
VRB-4009B	6.4- 7.0	.5-3.0	.010-.020	24-26	7.3- 7.6†	7.1- 7.4†
VRB-4006E	6.4- 7.0	.5-3.0	.010-.020	31-33	7.45±.15†	7.33±.15†
VRB-4009A	6.4- 7.0	.5-3.0	.010-.020	24-26	7.3- 7.6†	7.1- 7.4†
VRC-4101A	6.5- 7.0	.5-4.0	.010 min.	39-41	7.3- 7.6†	7.1- 7.4†
VRD-4002A	6.4- 7.0	.5-3.0			7.3- 7.6†	7.1- 7.4†
VRD-4002B	6.4- 7.0	.5-3.0			7.3- 7.6†	7.1- 7.4†
VRD-4004A	6.4- 7.0	.5-3.0			7.3- 7.6†	7.1- 7.4†
VRD-4006B	6.4- 7.0	.5-3.0			7.3- 7.6†	7.1- 7.4†
VRE-4002B	13.0-13.7	.5-3.0	.010-.020	16-18	14.3-14.6†	14.1-14.4†
VRE-4002C	13.0-13.7	.5-3.0	.010-.020	19-21	14.3-14.6†	14.1-14.4†
VRH-4101A	13.0-13.5	.5-4.0	.010 min.	54-56	14.3-14.6†	14.2-14.5†
VRH-4102A	13.0-13.5	.5-4.0	.010 min.	54-56	14.3-14.6†	14.2-14.5†
VRK-4001A	26.0-25.7	.5-2.0	.010-.020	9.8-10.2	27.4-27.6†	26.7-26.9†
VRP-4001A	6.4- 6.6	4-6	.012 min.	34-36	7.2- 7.5†	7.1- 7.4†
VRP-4001B	6.4- 6.6	4-6	.012 min.	31-33	7.2- 7.5†	7.1- 7.4†
VRP-4001F	6.4- 6.6	4-6	.012 min.	39-41	7.2- 7.5†	7.1- 7.4†
VRP-4004A	6.4- 6.6	4-6	.012 min.	34-36	7.2- 7.5†	7.1- 7.4†
VRP-4004C	6.4- 6.6	4-6	.012 min.	31-33	7.2- 7.5†	7.1- 7.4†
VRP-4004E	6.4- 6.6	4-6	.012 min.	39-41	7.2- 7.5†	7.1- 7.4†
VRP-4004F	6.4- 6.6	4-6	.012 min.	34-36	7.2- 7.5†	7.1- 7.4†
VRP-4004G	6.4- 6.6	4-6	.012 min.	24-26	7.2- 7.5†	7.1- 7.4†
VRP-4005A	6.4- 6.6	4-6	.012 min.	34-36	7.2- 7.5†	7.1- 7.4†
VRP-4005B	6.4- 6.6	4-6	.012 min.	31-33	7.2- 7.5†	7.1- 7.4†
VRP-4005E	6.4- 6.6	4-6	.012 min.	39-41	7.2- 7.5†	7.1- 7.4†
VRP-4006A	6.4- 6.6	4-6	.012 min.	29-31	7.2- 7.5†	7.1- 7.4†
VRP-4006E	6.4- 6.6	4-6	.012 min.	31-33	7.2- 7.5†	7.1- 7.4†
VRP-4006F	6.4- 6.6	4-6	.012 min.	39-41	7.2- 7.5†	7.1- 7.4†
VRP-4007A	6.4- 6.6	4-6	.012 min.	31-33	7.2- 7.5†	7.1- 7.4†
VRP-4007B	6.4- 6.6	4-6	.012 min.	39-41	7.2- 7.5†	7.1- 7.4†
VRP-4010A	6.4- 6.6	4-6	.012 min.	31-33	7.2- 7.5†	7.1- 7.4†
VRP-4102A	6.4- 6.6	4-6	.012 min.	21-23	7.3- 7.6†	7.2- 7.5†
VRR-4003A	6.4- 6.6	4-6			7.3- 7.6†	7.2- 7.5†
VRR-4004A	6.4- 6.6	4-6			7.3- 7.6†	7.2- 7.5†
VRS-4004B	13.0-13.7	1-5	.012 min.	16-18	14.2-14.8†	14.0-14.6†
VRS-4005C	13.0-13.7	1-5	.012 min.	19-21	14.2-14.8†	14.0-14.6†
VRS-4006C	13.0-13.7	1-5	.012 min.	16-18	14.2-14.8†	14.0-14.6†
VRV-4001A	26.0-27.0	1.0-3.0	.012 min.	9.8-10.2	28.5±.50†	27.81±.50†

UNIT MODEL NUMBER	CUT-OUT RELAY		CURRENT REGULATOR		VOLTAGE REGULATOR	
	Closing Volts	Opening Amps.	Point Open (Inches)	Current Setting (Amp.)	Voltage Setting Closed Circuit (†) Open Circuit (*) Volts-Points Open (*)	
DELCO-REMY					70°F.	150°F.
265B	7.0- 7.5	0-3.0				
265G	7.0- 7.5	0-3.0				
265H	7.0- 7.5	0-3.0				
266P	7.0- 7.5	0-3.0				
267B	13.5-14.0	0-2.0				
5524	13.5	0-3.0				15.0*
5528	13.5	0-3.0	.015	40		15.0*
5529	13.5	0-3.0	.015	18		15.0*
5530	13.5	0-3.0	.015	50		15.0*
5533	7.0	0-3.0				8.5*
5534	7.0	0-3.0				8.5*
5535	13.5	0-3.0				15.0*
5538	7.0	0-3.0				8.5*
5540	6.3- 6.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5542	6.3- 6.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5544	6.3- 6.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5561	26.0	0-3.0	.015	14		30.0*
5562	26.0	0-3.0	.015	10		30.0*
5565	26.0	0-3.0	.015	25		30.0*
5567	7.0	0-3.0	.015	40		8.5*
5569	13.5	0-3.0	.015	30		15.0*
5571	13.5	0-3.0	.015	57		15.0 *
5572	35.0	0-3.0	.015	25		40.0*
5573	13.5	0-3.0				15.0*
5576	13.5	0-3.0	.015	33		15.0*
5577	7.0	0-3.0	.015	50		8.5*
5579	13.5	0-3.0	.015	55		15.0*
5584	6.3- 6.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5585	6.3- 6.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5590	6.3- 6.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5596	6.9- 7.6	0-4.0	.020	20-22	7.0- 7.4†	6.9- 7.1†
5597	6.9- 7.6	0-4.0	.020	22-23	7.0- 7.4†	6.9- 7.1†
5598	12.8-14.4	0-4.0	.020	16-18	14.2-15.0†	14.1-14.8†
5599	6.9- 7.6	0-4.0	.020	26-28	7.0- 7.4	6.9- 7.1†
5600	6.9- 7.6	0-4.0			7.2- 7.6†	7.2- 7.4†
5604	13.5	0-3.0	.015	40		15.0*
5607	35.0	0-3.0	.015	40		40.0*
5628	6.5- 6.9	0-3.0	.015	25		7.5*
5800	8.3- 8.9	0-4.0			7.8- 8.0*	7.5- 7.9*
5801	12.8-14.4	0-4.0	.020	16-18	14.2-15.0†	14.1-14.8†
5803	6.9- 7.6	0-4.0			7.2- 7.6†	7.2- 7.4†
5805	8.3- 8.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5806	12.3-13.7	0-4.0	.020	16-18	14.2-15.0†	14.1-14.8†
5810	6.9- 7.6	0-4.0	.020	24-26	7.0- 7.4†	6.9- 7.1†
5814	6.9- 7.6	0-4.0			7.6- 7.9†	7.4- 7.6†
5820	6.9- 7.6	0-4.0			7.2- 7.6†	7.2- 7.4†
5821	8.3- 8.9	0-4.0			7.8- 8.0*	7.5- 7.9*
5822	6.9- 7.6	0-4.0			7.2- 7.6†	7.2- 7.4†
5824	13.0-14.2	0-4.0			15.4-16.3*	14.4-15.2*
5826	12.8-14.2	0-4.0	.020	19-21	14.2-15.0†	14.1-14.8†
5828	6.3- 6.9	0-4.0	.020	26-28	7.0- 7.4†	6.9- 7.1†
5829	12.3-13.7	0-4.0	.020	7- 9	14.2-15.0†	14.1-14.8†
5830	8.3- 8.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5836	12.3-13.7	0-4.0	.020	24-36	14.2-15.0†	14.1-14.8†
5841	12.3-13.7	0-4.0	.020	24-28	14.2-15.0†	14.1-14.8†
5847	6.9- 7.6	0-4.0	.020	34-36	7.0- 7.4†	6.9- 7.1†

(CONTINUED ON PAGE 140)



NOW, *more than ever, it's wise to standardize on* DELCO SUPER 9 HYDRAULIC BRAKE FLUID

More and more traffic on the streets and highways —more need than ever for safe, sure brakes in fleet operations! With more frequent braking, wheel cylinders are heated up—often to temperatures as high as 270° F. Under these conditions,

	RATING IN RESPECT TO:							
FLUID	HEAT	STABILITY	COLD	LUBRICATION	RUBBER	MISCIBILITY	METALS	EVAPORATION
DELCO SUPER 9	A	A	A	B	A	A	B plus	B plus
TYPE 2	B	C plus	B	B	C	B plus	B plus	B
TYPE 3	C	D plus	E plus	B plus	C	B	B plus	B
TYPE 4	E	C plus	D	B	B plus	B	B	D
TYPE 5	A	C plus	D plus	B	D	B	D plus	B plus
TYPE 6	E	D	D	D	B plus	E plus	E plus	E
TYPE 7	A	C plus	D plus	B	B plus	B plus	B	B plus
TYPE 8	E	C plus	D plus	B	B plus	B	B	E plus
TYPE 9	A	C plus	D plus	B	B	B	C plus	B plus

KEY: A—Excellent. B—Good. C—Fair. D—Poor. E—Extremely Unsafe

This chart shows the results of careful laboratory tests of nine groups of brake fluid now on the market.

UNITED SERVICE MOTORS

Delco Super 9, Declene and Delco Brake replacement parts are distributed by United Motors Service and Bendix distributors.

AUTHORIZED BENDIX BRAKES SALES & SERVICE

Delco Super 9 hydraulic brake fluid prevents vapor-lock. It is safe even at 300° F. In cold weather, Delco Super 9 remains fully effective at temperatures as low as 50° below zero—safeguards against sluggish brake action resulting from the dangerous thickening of some fluids.

And Delco Super 9 hydraulic brake fluid is a leader in all other important characteristics that make for safety and real economy, as the chart shows. It is original equipment in all General Motors cars, trucks and buses. *Right now*, it's wise to standardize on Delco Super 9.

***Flush with Declene* . . . For maximum safety, flush out questionable brake fluid, gum deposits and dirt with Declene flushing fluid. Then refill with safe Delco Super 9.**

Delco

BRAKE DIVISION

GENERAL MOTORS CORPORATION, DAYTON, OHIO

STANDARD FOR EQUIPMENT—*THE* STANDARD FOR REPLACEMENT

CHARGING CONTROLS (Continued from Page 138)

UNIT MODEL NUMBER	CUT-OUT RELAY		CURRENT REGULATOR		VOLTAGE REGULATOR	
	Closing Volts	Opening Amps.	Point Open (Inches)	Current Setting (Amp.)	Voltage Setting Closed Circuit (†) Open Circuit (*) Volts-Points Open (*)	
DELCO-REMY (Cont.)					70°F.	150°F.
5850	6.3- 6.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5852	6.3- 6.9	0-4.0	.020	34-36	7.0- 7.4†	6.9- 7.1†
5854	6.9- 7.6	0-4.0	.020	29-31	7.0- 7.4†	6.9- 7.1†
5856	12.3-13.7	0-4.0	.020	14-16	14.2-15.0†	14.1-14.6†
5862	6.2- 6.8	0-4.0			7.3- 7.6†	7.2- 7.3†
5863	6.3- 6.9	0-4.0			7.6- 8.0*	7.5- 7.9*
5866	12.4-13.6	0-4.0			14.2-15.0†	14.1-14.5†
5870	6.2- 6.8	0-4.0			7.3- 7.6†	7.2- 7.3†
5877	6.3- 6.9	0-4.0	.020	28-30	7.0- 7.4†	6.9- 7.1†
5885	6.3- 6.8	0-4.0	.020	38-40	7.0- 7.4†	6.9- 7.1†
1118201	6.2- 6.7	0-4.0		32-34		7.2- 7.4†
1118204	6.2- 6.7	0-4.0				7.2- 7.4†
1118206	6.2- 6.7	0-4.0				7.2- 7.4†
1118208	6.2- 6.7	0-4.0		28-30		7.0- 7.2†
1118209	12.4-13.4	0-4.0		16-18		14.0-14.2†
1118210	12.4-13.4	0-4.0		16-18		14.0-14.2†
1118212	6.2- 6.7	0-4.0		38-40		7.0- 7.2†
1118214	12.4-13.4	0-4.0		24-26		14.0-14.2†
1118215	6.2- 6.7	0-4.0		22-24		7.0- 7.2†
1118218	12.4-13.4	0-4.0		7- 9		14.0-14.2†
1118222	6.2- 6.7	0-4.0		34-36		7.0- 7.2†
1118225	12.4-13.4	0-4.0		14-16		14.0-14.2†
1118227	12.4-13.4	0-4.0				14.0-14.2†
1118229	6.2- 6.7	0-4.0		34-36		7.0- 7.2†
1118230	6.2- 6.7	0-4.0		26-28		7.0- 7.2†
1118231	6.2- 6.7	0-4.0				7.2- 7.4†
1118232	6.2- 6.7	0-4.0		34-36		7.0- 7.2†
1118233	6.2- 6.7	0-4.0		24-26		7.0- 7.2†
1118234	6.2- 6.7	0-4.0		24-26		7.0- 7.2†
1118236	6.2- 6.7	0-4.0		26-28		7.0- 7.2†
1118237	6.2- 6.7	0-4.0		38-40		7.0- 7.2†

GENERATORS

ELECTRICAL EQUIPMENT • TEST SPECIFICATIONS

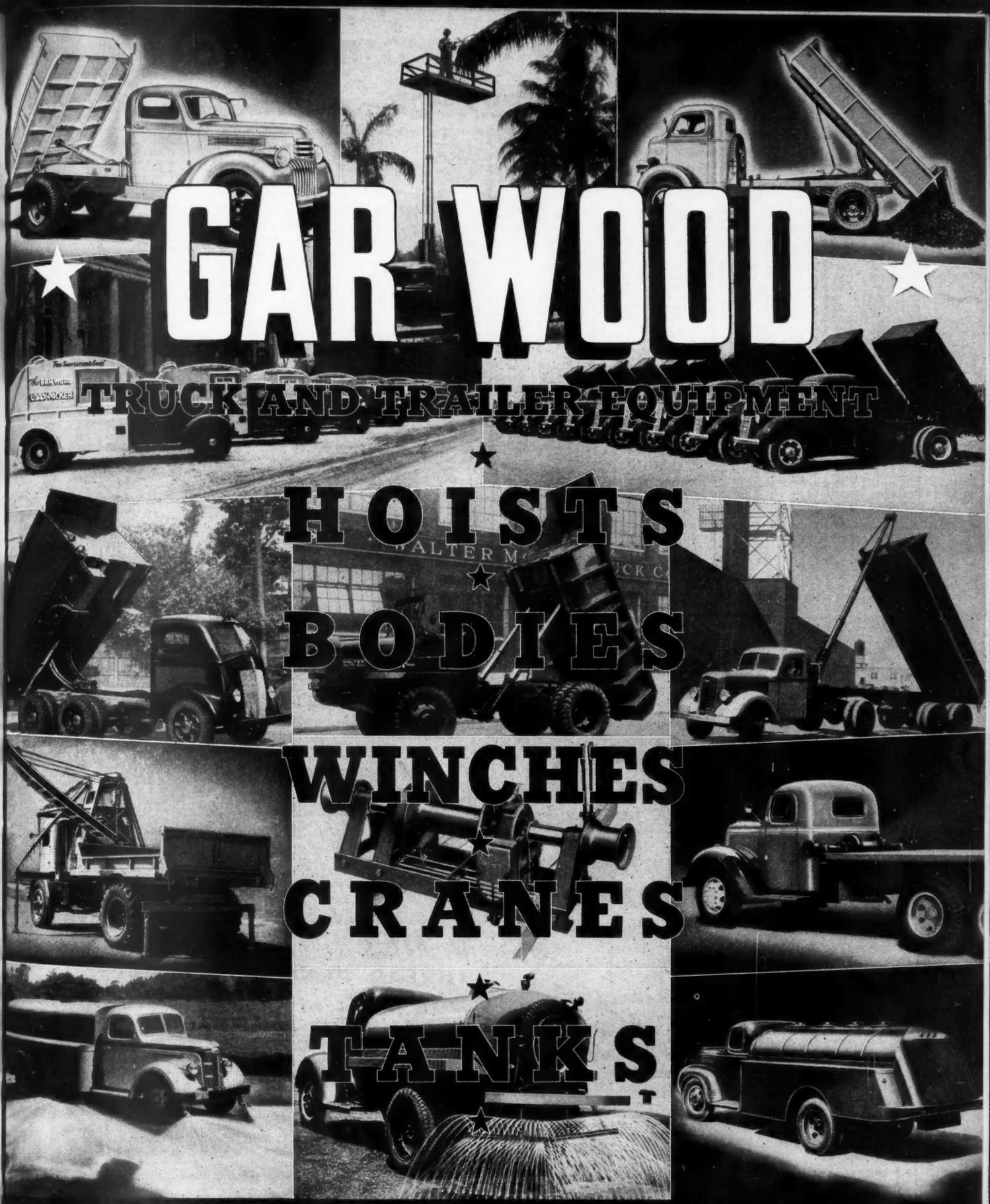
GENERATOR ABBREVIATIONS

*—Output at given speed—not necessarily maximum output.
‡—Field current at 32 volts.
‖—Maximum R.P.M. for 6 Amps. at 15.0 volts.
°—At 13 Volts.
†—Maximum R.P.M. for 8 amperes at 8 volts.
Cold test given at 70° F. For each 15° above this, subtract one ampere.
•—Field current at 112 volts.
††—Field current at 25.4 volts.
■—Fixed third brush unit, 8.0 volts.
§—Field current at 24 volts.

GENERATOR MAKE AND MODEL	MAXIMUM OUTPUT						
	Field Amps. at 6 Volts	COLD			HOT		
		Amps.	Volts	R.P.M.	Amps.	Volts	R.P.M.
AUTO-LITE							
DG-4021	2.38-2.63	28.6-30.6	8.0	1600	22.0-24.0	8.0	1850
DG-4023	2.38-2.63	28.6-30.6	8.0	1600	22.0-24.0	8.0	1850
DG-4302	2.38-2.63	28.6-30.6	8.0	1600	22.0-24.0	8.0	1850
DG-4310	2.38-2.63	28.6-30.6	8.0	1600	22.0-24.0	8.0	1850
DG-4311	2.38-2.63	22.0-24.0	8.0	1650	18.4-20.4	8.0	1800
DGA-4302	2.56-2.84	29.5-31.5	8.0	2250	23.8-25.8	8.0	2500
DGA-4601	2.56-2.84	29.5-31.5	8.0	2250	23.8-25.8	8.0	2500
GAM-4504	3.69-4.31	15.5-17.5	8.0	2050	12.8-14.8	8.0	2050
GAM-4504B	3.69-4.31	15.5-17.5	8.0	2050	12.8-14.8	8.0	2050
GAR-4515	3.51-3.69	15.0-17.0	8.0	2300	13.0-15.0	8.0	2370
GAR-4515	3.51-3.69	15.0-17.0	8.0	2300	13.0-15.0	8.0	2370
GAR-4522	3.51-3.69	15.0-17.0	8.0	2300	13.0-15.0	8.0	2370
GAR-4525	3.51-3.69	15.0-17.0	8.0	2300	13.0-15.0	8.0	2370
GAR-4543	3.51-3.69	15.0-17.0	8.0	2300	13.0-15.0	8.0	2370
GAR-4545	3.51-3.69	15.0-17.0	8.0	2300	13.0-15.0	8.0	2370
GAR-4607	3.70-4.10	19.0-21.0	8.0	2400	17.0-19.0	8.0	2500
AGR-4606C	3.51-3.69	20.4-22.4	8.0	2500	16.4-18.4	8.0	2500
GAR-4606E	3.51-3.69	20.4-22.4	8.0	2500	16.4-18.4	8.0	2500
GAR-4609B	3.75-4.15	22.4-24.4	8.0	2450	19.0-22.0	8.0	2700
GAR-4614-5	3.51-3.69	20.4-22.4	8.0	2500	16.4-18.4	8.0	2500
GAR-4622	3.70-4.10	19.0-21.0	8.0	2400	17.0-19.0	8.0	2500
GAR-4623	3.75-4.15	22.4-24.4	8.0	2450	19.0-22.0	8.0	2700
GAR-4624	3.51-3.69	20.4-22.4	8.0	2500	16.4-18.4	8.0	2500
GAR-4631	3.51-3.69	20.4-22.4	8.0	2500	16.4-18.4	8.0	2500
GAR-4635	3.51-3.69	20.4-22.4	8.0	2500	16.4-18.4	8.0	2500
GAS-4139A	3.80-4.20	13.3-15.3	8.0	2950	9.5-11.5	8.0	2950
GBB-4304	3.32-3.68°	16.0-18.0	15.0	1350	13.0-15.0	15.0	1500
GBD-4002	2.0 -2.2	20.0-22.0	8.0	1900	16.0-18.0	8.0	2050
GBE-4601	2.75-3.05°	14.0-16.0	15.0	2350	10.0-12.0	15.0	2600
GBG-4601	1.38-1.52°	40.0	15.0	1065	40.0	15.0	1120
GBG-4602	1.38-1.52°	40.0	15.0	1065	40.0	15.0	1120
GBG-4603	1.38-1.52°	40.0	15.0	1065	40.0	15.0	1120
GBG-4604	1.38-1.52°	40.0	15.0	1065	40.0	15.0	1120
GBG-4608A	1.38-1.52°	40.0	15.0	1065	40.0	15.0	1120
GBG-4611A	1.38-1.52°	40.0	15.0	1065	40.0	15.0	1120
GBM-4601	3.80-4.20	19.0-21.0	8.0	2100	17.0-19.0	8.0	2500
GBM-4602	3.80-4.20	19.0-21.0	8.0	2100	17.0-19.0	8.0	2500

GENERATOR MAKE AND MODEL	MAXIMUM OUTPUT						
	Field Amps. at 6 Volts	COLD			HOT		
		Amps.	Volts	R.P.M.	Amps.	Volts	R.P.M.
GBM-4604A	3.80-4.20	17.0-19.0	8.0	2250	14.8-16.8	8.0	2550
GBM-4604B	3.80-4.20	17.0-19.0	8.0	2250	14.8-16.8	8.0	2550
GBM-4606	3.80-4.20	17.0-19.0	8.0	2250	14.8-16.8	8.0	2550
GBM-4606-1	3.89-4.20	17.0-19.0	8.0	2250	14.8-16.8	8.0	2550
GBM-4606B	3.80-4.20	17.0-19.0	8.0	2250	14.8-16.8	8.0	2550
GBM-4607A	3.80-4.20	17.0-19.0	8.0	2250	14.8-16.8	8.0	2550
GBM-4607B	3.80-4.20	17.0-19.0	8.0	2250	14.8-16.8	8.0	2550
GBM-4608A	3.80-4.20	19.0-21.0	8.0	2100	17.0-19.0	8.0	2500
GBM-4608B	3.80-4.20	19.0-21.0	8.0	2100	17.0-19.0	8.0	2500
GBM-4608D	3.80-4.20	19.0-21.0	8.0	2100	17.0-19.0	8.0	2500
GBM-4612A	3.80-4.20	19.0-21.0	8.0	2100	17.0-19.0	8.0	2500
GBR-4605	4.18-4.62	21.0-23.0	8.0	2650	18.5-20.5	8.0	2850
GBR-4608	4.18-4.62	21.0-23.0	8.0	2650	18.5-20.5	8.0	2850
GBR-4611	4.18-4.62	21.0-23.0	8.0	2650	18.5-20.5	8.0	2850
GBW-4602	1.66-1.84	22.0	8.0	1800	22.0	8.0	2450
GBW-4603D	1.66-1.84	22.0	8.0	1800	22.0	8.0	2450
GBW-4804A	1.66-1.84	22.0	8.0	1800	22.0	8.0	2450
GBX-4601	2.85-3.15	28.8-30.8	8.0	2050	24.9-26.9	8.0	2050
GBX-4601A	2.85-3.15	28.8-30.8	8.0	2050	24.9-26.9	8.0	2050
GBX-4602	2.85-3.15	28.8-30.8	8.0	2050	24.9-26.9	8.0	2050
GBY-4601	2.66-2.94	20.0-22.0	8.0	1300	17.8-19.8	8.0	1350
GBY-4602	2.66-2.94	20.0-22.0	8.0	1300	17.8-19.8	8.0	1350
GCB-4601	1.50-1.70	25.0	8.0	1030	25.0	8.0	1170
GCB-4802	1.50-1.70	25.0	8.0	1030	25.0	8.0	1170
GCB-4804	1.50-1.70	25.0	8.0	1030	25.0	8.0	1170
GCB-4808	1.50-1.70	25.0	8.0	1030	25.0	8.0	1170
GCB-4809A	1.50-1.70	25.0	8.0	1030	25.0	8.0	1170
GCB-4810A	1.50-1.70	25.0	8.0	1030	25.0	8.0	1170
GCB-4814A	1.50-1.70	25.0	8.0	1030	25.0	8.0	1170
GCB-4820	1.50-1.70	25.0	8.0	1030	25.0	8.0	1170
GCD-4801	1.37-1.52°	20.0	15.0	1110	20.0	15.0	1400
GCD-4803A	1.37-1.52°	20.0	15.0	1110	20.0	15.0	1400
GCE-4806	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4807B	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4808	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4809	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4810	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4812	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4814A	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4815A	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4816A	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4817	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4820A	1.66-1.84	32.0	8.0	1600	32.0	8.0	1800
GCH-4601	1.17-1.29	40.0	8.0	975	40.0	8.0	1050
GCH-4602	1.17-1.29	40.0	8.0	975	40.0	8.0	1050
GCH-4603	1.17-1.29	40.0	8.0	975	40.0	8.0	1050
GCH-4605	1.17-1.29	40.0	8.0	975	40.0	8.0	1050
GCH-4606	1.17-1.29	40.0	8.0	975	40.0	8.0	1050
GCH-4608	1.17-1.29	50.0	8.0	1025	50.0	8.0	1125
GCH-4609A	1.17-1.29	40.0	8.0	975	40.0	8.0	1050
GCJ-4602B	1.90-2.10	24.0-26.0	8.0	2620	20.7-22.7	8.0	2850
GCJ-4602C	1.90-2.10	24.0-26.0	8.0	2620	20.7-22.7	8.0	2850

(CONTINUED ON PAGE 142)



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Continued from Page 140 GENERATOR Test Specifications

GENERATOR MAKE AND MODEL	MAXIMUM OUTPUT						
	Field Amps. at 6 Volts	COLD			HOT		
		Amps.	Volts	R.P.M.	Amps.	Volts	R.P.M.
AUTO-LITE (Cont.)							
GCJ-4805A	1.90-2.10	24.0-26.0	8.0	2620	20.7-22.7	8.0	2850
GCJ-4805B	1.90-2.10	24.0-26.0	8.0	2620	20.7-22.7	8.0	2850
GCJ-4806	1.90-2.10	24.0-26.0	8.0	2620	20.7-22.7	8.0	2850
GCJ-4808A	1.90-2.10	24.0-26.0	8.0	2620	20.7-22.7	8.0	2850
GCJ-4811A	1.90-2.10	24.0-26.0	8.0	2620	20.7-22.7	8.0	2850
GCM-4802A	3.50-3.89	21.0-23.0	8.0	2650	17.0-19.0	8.0	2750
GCM-4804	3.50-3.89	21.0-23.0	8.0	2650	17.0-19.0	8.0	2750
GCM-4805	3.50-3.89	21.0-23.0	8.0	2650	17.0-19.0	8.0	2750
GCM-4807A	3.50-3.89	21.0-23.0	8.0	2650	17.0-19.0	8.0	2750
GCM-4808	3.50-3.89	21.0-23.0	8.0	2650	17.0-19.0	8.0	2750
GCM-4809A	3.50-3.89	21.0-23.0	8.0	2650	17.0-19.0	8.0	2750
GCM-4810	3.50-3.89	21.0-23.0	8.0	2650	17.0-19.0	8.0	2750
GCM-4815A	3.50-3.89	21.0-23.0	8.0	2650	17.0-19.0	8.0	2750
GCM-4816A	3.50-3.89	21.0-23.0	8.0	2650	17.0-19.0	8.0	2750
GCM-4826	3.50-3.89	21.0-23.0	8.0	2650	17.0-19.0	8.0	2750
GCS-4802	3.56-3.94	19.0-21.0	8.0	2100	15.4-17.4	8.0	2250
GCS-4802-S	3.56-3.94	19.0-21.0	8.0	2100	15.4-17.4	8.0	2250
GCS-4803A-S	3.56-3.94	19.0-21.0	8.0	2100	15.4-17.4	8.0	2250
GCS-4804A	3.56-3.94	19.0-21.0	8.0	2100	15.4-17.4	8.0	2250
GCS-4804B	3.56-3.94	19.0-21.0	8.0	2100	15.4-17.4	8.0	2250
GCS-4804D	3.56-3.94	19.0-21.0	8.0	2100	15.4-17.4	8.0	2250
GCS-4804DA	3.56-3.94	19.0-21.0	8.0	2100	15.4-17.4	8.0	2250
GCS-4805A	3.56-3.94	19.0-21.0	8.0	2100	15.4-17.4	8.0	2250
GCS-4806A	3.56-3.94	19.0-21.0	8.0	2100	15.4-17.4	8.0	2250
GCS-4808	3.56-3.94	19.0-21.0	8.0	2100	15.4-17.4	8.0	2250
GCS-4809A	3.56-3.94	19.0-21.0	8.0	2100	15.4-17.4	8.0	2250
GCS-4811A	3.56-3.94	19.0-21.0	8.0	2100	15.4-17.4	8.0	2250
GCS-4812	3.56-3.94	19.0-21.0	8.0	2100	15.4-17.4	8.0	2250
GCW-4804A	1.35-1.50°	17.0	15.0	1170	17.0	15.0	1280
GDA-4801	1.66-1.84	28.0	8.0	2025	28.0	8.0	2525
GDA-4803	1.66-1.84	28.0	8.0	2025	28.0	8.0	2525
GDA-4803A	1.66-1.84	28.0	8.0	2025	28.0	8.0	2525
GDB-4806	3.23-3.57°	10.0-12.0	15.0	2050	8.8-10.8	15.0	2200
GDF-4801	1.90-2.10	29.0-32.0	8.0	3200	26.4-29.4	8.0	3400
GDF-4801C	1.90-2.10	29.0-32.0	8.0	3200	26.4-29.4	8.0	3400
GDF-4804B	1.90-2.10	29.0-32.0	8.0	3200	26.4-29.4	8.0	3400
GDF-4815A	1.90-2.10	29.0-32.0	8.0	3200	26.4-29.4	8.0	3400
GDJ-4802A	1.48-1.64°	55.0	15.0	1080	55.0	15.0	1180
GDJ-4803A	1.48-1.64°	55.0	15.0	1080	55.0	15.0	1180
GDJ-4805A	1.48-1.64°	55.0	15.0	1080	55.0	15.0	1180
GDJ-4806A	1.48-1.64°	55.0	15.0	1080	55.0	15.0	1180
GDM-4803	1.41-1.56°	30.0	15.0	1275	30.0	15.0	1435
GDO-4601A	1.10-1.30	30.0	8.0	840	30.0	8.0	.....
GDW-4601	.91-1.01††	10.0	30.0	925	10.0	30.0	.....
GDW-4601A	.91-1.01††	10.0	30.0	925	10.0	30.0	.....
GDZ-4801	1.60-1.78	30.0-36.7	8.0	2000	30.0-36.7	8.0	2350
GDZ-4801C	1.60-1.78	30.0-36.7	8.0	2000	30.0-36.7	8.0	2350
GDZ-4801D	1.60-1.78	30.0-36.7	8.0	2000	30.0-36.7	8.0	2350
GDZ-4802	1.60-1.78	30.0-36.7	8.0	2000	30.0-36.7	8.0	2350
GDZ-4802A	1.60-1.78	30.0-36.7	8.0	2000	30.0-36.7	8.0	2350
GDZ-4804A	1.60-1.78	30.0-36.7	8.0	2000	30.0-36.7	8.0	2350
GDZ-4805A	1.60-1.78	30.0-36.7	8.0	2000	30.0-36.7	8.0	2350
GDZ-4807A	1.60-1.78	30.0-36.7	8.0	2000	30.0-36.7	8.0	2350
GEB-4801A	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4801B	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4804A	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4805A	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4806B	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4806C	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4806D	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4807	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4809	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4810	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4811A	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4813	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4814	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4815A	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4816A	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4821A	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4822A	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4823	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4827	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4828A	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4829A	1.60-1.78	32.0	8.0	1165	32.0	8.0	1420
GEG-4811A	1.60-1.78	40.0	8.0	1465	40.0	8.0	1690
GEG-4813	1.60-1.78	40.0	8.0	1465	40.0	8.0	1690
GEG-4814	1.60-1.78	40.0	8.0	1465	40.0	8.0	1690
GEW-4801	1.60-1.78	25.0	8.0	960	25.0	8.0	1250

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GENERATOR MAKE AND MODEL	MAXIMUM OUTPUT						
	Field Amps. at 6 Volts	COLD			HOT		
		Amps.	Volts	R.P.M.	Amps.	Volts	R.P.M.
DELCO-REMY							
417	1.35-1.48*	24-26	13.0	1600	18	13.0	3000
419	1.35-1.48*	24-26	13.0	1600	18	13.0	3000
440	1.39-1.47*	24-26	13.0	1100	18	13.0	3000
469	1.09-1.20*	40	13.0	1100			
508	1.78-1.92*	57	13.0	800			
511	1.78-1.92*	80	13.0	800			
518	1.78-1.92*	57	13.0	800			
519	1.78-1.92*	80	13.0	800	80	13.0	3000
530	1.09-1.20*	50	13.0	1700			
535	1.09-1.20*	40	13.0	1100			
538	1.09-1.20*	40	13.0	1100			
539	1.09-1.20*	40	13.0	1100			
550	1.35-1.48*	24-26	13.0	1600	18	13.0	3000
555	1.35-1.48*	24-26	13.0	1600	18	13.0	3000
556	1.35-1.48*	24-26	13.0	1600	18	13.0	3000
557	1.39-1.47*	13-15	13.0	1200	10	13.0	3000
560	1.12-1.23§	14	26.0	1000			
561	1.39-1.47*	24-26	13.0	1100	18	13.0	3000
563	3.53-3.75	40	7.0	950			
564	3.53-3.75	28-30	7.0	1000	22-24	7.0	1200
567	3.5-3.7	38-40	7.0	1500	30-32	7.0	1700
569	1.35-1.48*	24-26	13.0	1600	18	13.0	3000
603	1.2-1.3*	20	13.0	950			
604	3.53-3.75	28-30	7.0	1000	22-24	7.0	1200
605	1.26-1.33*	20	13.0	950			
606	1.26-1.33*	33	13.0	950			
607	1.26-1.33*	40	13.0	1250			
608	3.53-3.75	40	7.0	950			
609	3.53-3.75	40	7.0	950			
613	1.09-1.20*	40	13.0	1100			
614	1.58-1.71	50	7.5	800			
615	1.09-1.20*	40	13.0	1100			
616	3.53-3.75	28-32	7.0	1000	22-24	7.0	1200
622	1.09-1.20*	40	13.0	1100			
625	1.09-1.20*	40	13.0	1100			
630	1.09-1.20*	40	13.0	1100			
633	1.09-1.20*	40	13.0	1100			
634	1.09-1.20*	40	13.0	1100			
637	1.09-1.20*	40	13.0	1100			
639	1.09-1.20*	40	13.0	1100			
670	3.53-3.75	40	7.0	950			
671	3.53-3.75	40	7.0	950			
672	1.39-1.47*	40	13.0	1400			
673	3.53-3.75	40	7.0	950			
674	3.53-3.75	28-30	7.0	1000	22-24	7.0	1200
677	1.39-1.47*	24-26	13.0	1100	18	13.0	3000
678	1.39-1.47*	40	13.0	1400			
679	3.53-3.75	40	7.0	950			
680	3.53-3.75	40	7.0	950			
682	1.26-1.33*	33	13.0	950			
687	1.35-1.48*	24-26	13.0	1600	18	13.0	3000
688	3.53-3.75	40	7.0	950			
689	3.53-3.75	40	7.0	950			
690	1.26-1.33*	33	13.0	950			
692	1.26-1.33*	40	13.0	1250			
693	1.26-1.33*	40	13.0	1250			
694	1.26-1.33*	33	13.0	950			
695	1.35-1.48*	24-26	13.0	1600	18	13.0	3000
696	1.26-1.33*	33	13.0	950			
697	1.39-1.47*	40	13.0	1400			
698	1.39-1.47*	40	13.0	1400			
699	1.26-1.33*	40	13.0	1250			
916B	1.25-1.45*	17	14.5-14.7	1250			
916D	1.7-2.0	28	8.0	1400			
916E	1.08-1.15*	17	14.5-14.7	1650			
916G	1.25-1.45*	17	14.5-14.7	1250			
916H	1.7-2.0	28	8.1-8.3	1325			
916J	1.25-1.45*	17	14.5-14.7	1250			
916K	1.7-2.0	28	8.1-8.3	1325			
925F	2.7-3.0	30	8.0	1800	28	8.0	1900
925H	2.7-3.0	30	8.0	1800	28	8.0	1900
927X	2.0-2.5*	16-18	13.0	2200	13-15	13.0	2500
928B	1.08-1.15*	17	14.5-14.7	1650			
930B	1.8-2.3	22	8.0	1100			
930C	1.08-1.15*	17	14.5-14.7	1650			
930G	1.8-2.3	28	8.0	1450			
930H	1.8-2.3	28	8.1-8.3	1450			
932A	2.7-3.0	25-28	9.0-9.4	1900	20-24	8.5-8.9	2100
932B	3.5-4.0	22-24	8.6-9.0	1300	13.5-16.5	7.7-8.1	1700
934A	1.7-2.0	28	8.0	1400			

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GENERATOR MAKE AND MODEL	MAXIMUM OUTPUT						
	Field Amps. at 6 Volts	COLD			HOT		
		Amps.	Volts	R.P.M.	Amps.	Volts	R.P.M.
DELCO-REMY (Cont.)							
934B	1.25-1.45*	17	14.5-14.7	1250			
934C	1.7-2.0	28	8.0	1400			
934D	1.25-1.45*	17	14.5-14.7	1250			
934E	1.7-2.0	28	8.0	1400			
934F	1.7-2.0	26	8.1-8.3	1325			
934G	1.25-1.45*	17	14.5-14.7	1250			
934H	1.7-2.0	28	8.0	1400			
934J	1.25-1.45*	17	14.5-14.7	1250			
934M	1.7-2.0	28	8.0	1400			
934N	1.25-1.45*	17	14.5-14.7	1250			
934P	1.7-2.0	28	8.0	1400			
934R	1.25-1.45*	17	14.5-14.7	1250			
934S	1.7-2.0	28	8.0	1400			
934T	1.25-1.45*	17	14.5-14.7	1250			
934U	1.7-2.0	28	8.0	1400			
934V	1.25-1.45*	17	14.5-14.7	1250			
934W	1.7-2.0	28	8.0	1400			
934X	1.25-1.45*	17	14.5-14.7	1250			
934Y	1.7-2.0	26	8.0	1400			
935P	2.3-2.6	18-21	8.2-8.5	2400	15-18	7.9-8.3	2900
935Z	2.3-2.6	17-20	8.2-8.5	2400	13-16	7.7-8.0	3000
936B	2.3-2.6	19-23	8.4-8.8	2800	16-20	8.1-8.5	3100
936M	2.3-2.6	19-23	8.4-8.8	2800	16-20	8.1-8.5	3100
936Z	2.3-2.6	19-23	8.4-8.8	2800	16-20	8.1-8.5	3100
937R	3.5-4.5	15-17	7.9-8.2	1700	10-12	7.4-7.7	1800
937Y	3.5-4.5	18-19	7.9-8.3	2000	13-15	7.7-8.0	2400
938E	4.0-5.1	15-17	7.9-8.1	1400	11-14	7.5-7.8	1750
939J	3.3-4.0*	15-18	15.9-16.6	2800	13-15	15.5-16.0	2800
939U	4.0-5.1	19-21	8.3-8.5	1800	9-12	7.3-7.6	2000
939Y	2.5-3.2*	8-10	14.4-14.6	1500	6- 8	14.2-14.4	1900
941H	4.0-5.1	19-22	8.3-8.7	1550	9-12	7.3-7.7	1900
942H	4.0 -5.9	13-15	7.7- 8.0	1600	10-12	7.5- 7.7	1800
943J	3.5 -4.5	15-17	7.9- 8.2	1700	10-12	7.4- 7.7	1800
943V	3.5 -4.5	15-17	7.9- 8.2	1700	10-12	7.4- 7.7	1800
945S	4.0 -5.9	18-20	8.3- 8.5	1300	9-12	7.3- 7.6	1400
945W	2.5 -3.0*	6-8	14.9-15.2	1500	4-6	13.9-14.5	2000
946B	3.5 -4.5	15-18	7.9- 8.3	2000	13-15	7.7- 8.0	2400
946C	3.5 -4.5	15-17	7.9- 8.2	1700	10-12	7.4- 7.7	1800
946D	3.5 -4.5	15-17	7.9- 8.2	1700	10-12	7.4- 7.7	1800
946G	3.5 -4.5	15-18	7.9- 8.3	2000	13-15	7.7- 8.0	2400
946H	3.5 -4.5	18-22	8.3- 8.7	2400	12-15	7.6- 8.0	2600
946J	3.5 -4.5	15-17	7.9- 8.2	1700	10-12	7.4- 7.7	1800
946N	3.5 -4.5	15-17	7.9- 8.2	1700	10-12	7.4- 7.7	1800
946P	3.5 -4.5	15-17	7.9- 8.2	1700	10-12	7.4- 7.7	1800
946S	3.5 -4.5	15-17	7.9- 8.2	1700	10-12	7.4- 7.7	1800
948C	2.3 -2.6	19-23	8.4- 8.8	2800	16-20	8.1- 8.5	3100
948F	2.3 -2.6	17-20	8.2- 8.5	2400	13-15	7.7- 8.0	3000
948G	2.3 -2.6	23-27	8.8- 9.0	3000	18-23	8.2- 8.7	3200
948H	2.3 -2.6	23-27	8.8- 9.0	3000	18-23	8.2- 8.7	3200
948J	4.0 -6.1	19-22	8.3- 8.7	1550	9-12	7.3- 7.7	1900
948K	2.3 -2.6	17-20	8.2- 8.5	2400	13-15	7.7- 8.0	3000
948M	4.0 -6.1	19-22	8.3- 8.7	1550	9-12	7.3- 7.7	1900
948P	2.3 -2.6	19-23	8.4- 8.8	2800	16-20	8.1- 8.5	3100
948R	2.3 -2.6	19-23	8.4- 8.8	2800	16-20	8.1- 8.5	3100
948V	2.3 -2.6	17-20	8.2- 8.5	2400	13-15	7.7- 8.0	3000
952	1.5 -1.7*	54	13.0	1000			
953G	4.0 -6.1	19-22	8.3- 8.7	1550	9-12	7.3- 7.7	1900
953Y	4.0 -6.1	19-22	8.3- 8.7	1550	9-12	7.3- 7.7	1900
955	1.54-1.71*	54	13.0	1000			
956E	4.0 -6.1	19-22	8.3- 8.7	1550	9-12	7.3- 7.7	1900
956D	4.0 -6.1	20-22	8.4- 8.6	1550	10-12	7.4- 7.6	1700
956E	4.0 -6.1	20-22	8.4- 8.6	1550	10-12	7.4- 7.6	1700
957	1.5 -1.7*	54	13.0	1000			
957B	4.0 -5.9	18-20	8.3- 8.5	1300	9-12	7.3- 7.6	1400
957M	2.5 -3.0*	11-13	15.1-15.5	1700	7-9.5	14.2-14.8	2000
957T	4.0 -5.9	18-20	8.3- 8.5	1350	9-12	7.3- 7.6	1400
957W	2.8 -3.5	19-21	8.4- 8.6	1800	11-14	7.8- 7.6	2000
957X	2.5- 3.0*	11-13	15.1-15.5	1700	7-9.5	14.2-14.8	2000
957Y	1.75-2.25	17-20	8.2- 8.5	1900	13-15	7.7- 8.0	1900
957Z	2.8 -3.5	23-26	8.8- 9.2	1900	13-16	7.7- 8.1	2200
958A	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
958C	2.8 -3.5	18-20	8.2-8.5	2000	15-17	7.9- 8.2	2200
958D	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
958E	2.8 -3.5	18-20	8.2 -8.5	2000	15-17	7.9- 8.2	2200
959L	4.0 -6.1	19-22	8.3- 8.7	1550	9-12	7.3- 7.7	1900
959Y	4.0 -6.1	15-17	7.9- 8.1	1400	11-14	7.5- 7.8	1750
960A	2.3 -2.6	23-27	8.8- 9.0	3000	18-23	8.2- 8.7	3200
960B	2.3 -2.6	19-23	8.4- 8.8	2800	16-20	8.1- 8.5	3100
960C	2.3 -2.6	19-23	8.4- 8.8	2800	16-20	8.1- 8.5	3100
960D	2.3 -2.6	19-23	8.4- 8.8	2800	16-20	8.1- 8.5	3100

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GENERATOR MAKE AND MODEL	MAXIMUM OUTPUT						
	Field Amps. at 6 Volts	COLD			HOT		
		Amps.	Volts	R.P.M.	Amps.	Volts	R.P.M.
DELCO-REMY (Cont.)							
960E	2.3 -2.6	22-25	8.7- 9.1	3000	17-20	8.1- 8.5	3200
960F	3.5 -4.5	15-18	7.9- 8.3	2000	13-15	7.7- 8.0	2400
962	1.58-1.71	40	7.5	675			
963	1.1 -1.2*	40	13.0	1100			
964	1.5 -1.7*	54	13.0	1000			
965A	2.5 -3.0*	11-13	15.1-15.5	1700	7-9.5	14.2-14.8	2000
965W	2.8 -3.5	23-26	8.8- 9.2	1900	13-16	7.7- 8.1	2200
965Z	2.5 -3.0*	8-10	14.5-15.5	1700	5-7	14.1-14.9	2000
966	1.5 -1.7*	54	13.0	1000			
967R	4.0 -5.9	18-20	8.3- 8.5	1300	9-12	7.3- 7.6	1400
967V	4.0 -6.9	18-20	8.3- 8.5	1300	9-12	7.3- 7.6	1400
967Y	2.8 -3.5	23-26	8.8- 9.2	1900	13-16	7.7- 8.1	2200
968B	2.5 -3.0*	14-16	15.7-16.1	1700	12-14	15.3-15.7	1850
968G	2.8 -3.5	22-25	8.7- 9.0	1800	13-16	7.8- 8.1	2000
968H	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
968J	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
968K	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
968P	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
968T	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
968V	4.0 -6.9	18-20	8.3- 8.5	1300	9-12	7.3- 7.6	1400
973E	1.8 -1.9	24-26	7.0	1600	19-21	7.0	1800
973G	.83-.89*	21-23	13.0	2400	16-18	13.0	2800
974	1.54-1.71*	54	13.0	1000			
975J	1.2 -1.3*	22-24	13.0	2000	15-17	13.0	2100
975S	1.5 -1.7	28-30	9.3- 9.6	2000	21-23	8.6- 8.9	2000
977E	.58-.63§	10	26.0	1200			
977J	1.5 -1.7	26-28	7.0	1400	21-23	7.0	1600
977K	1.53-1.67	17-19	7.0	1200	13-15	7.0	1200
977L	1.53-1.67	26-28	7.0	1400	21-23	7.0	1600
977P	1.53-1.67	26-28	7.0	1400	21-23	7.0	1600
977U	1.5 -1.7	30-31	7.0	2000	26-30	7.0	2100
977V	1.2 -1.3*	25-28	13.0	2800	23-26	13.0	3000
977Y	1.2 -1.3*	17-20	13.0	1500	13-16	13.0	1500
978A	1.53-1.67	17-19	7.0	1200	13-15	7.0	1200
SM1168	2.5 -3.2*	8-10	14.4-14.6	1500	6-8	14.2-14.4	1900
SM1298	1.1 -1.2*	50	13.0	1700			
SM1301	2.3 -2.5*	17-19	16.1-16.6	2200	13-15	15.6-16.0	2200
SM1322	1.3 -1.5*	16-18	16.1-16.5	2400	11-13	15.1-15.5	2600
SM1324	1.1 -1.2*	40	13.0	1100			
SM1329	1.1 -1.2*	40	13.0	1100			
SM1374	1.5 -1.7	17-19	7.0	1200	13-15	7.0	1200
SM1545	1.35-1.48*	24-26	13.0	1600	18	13.0	3000
SM1549	1.4 -1.5*	13-15	13.0	1200	10	13.0	3000
SM1616	1.2 -1.3*	22-24	13.0	2000	15-17	13.0	2100
SM1680	1.12-1.23§	14	26.0	1000			
SM1704	2.5 -3.0*	11-13	15.1-15.5	1700	7-9.5	14.2-14.8	2000
SM1795	2.3 -2.6	17-20	8.2- 8.5	2400	13-15	7.7- 8.0	3000
SM1803	4.4 -5.0	22-24	8.6- 9.0	1400	14-17	7.8- 8.2	1900
SM1884	1.4 -1.5*	24-26	13.0	1100	18	13.0	3000
SM1909	2.3 -2.6	19-23	8.4- 8.8	2800	18-20	8.1- 8.5	3100
1100004	2.3 -2.6	26-30	8.0	3400	25-28	8.0	3600
1100006	2.3 -2.6	26-30	8.0	3400	25-28	8.0	3600
1100008	2.3 -2.6	26-30	8.0	3400	25-28	8.0	3600
1100451	2.3 -2.6	19-23	8.4- 8.8	2800	18-20	8.1- 8.5	3100
1100452	2.3 -2.6	17-20	8.2- 8.5	2400	13-15	7.7- 8.0	3000
1100456	2.3 -2.6	19-23	8.4- 8.8	2800	18-20	8.1- 8.5	3100
1100458	2.3 -2.6	23-27	8.8- 9.0	3000	18-23	8.2- 8.7	3200
1100459	2.3 -2.6	18-21	8.2- 8.5	2400	15-18	7.9- 8.3	2900
1100463	2.3 -2.6	23-27	8.8- 9.0	3000	18-23	8.2- 8.7	3200
1101360	3.5 -4.5	15-17	7.8-8.2	1700	10-12	7.4- 7.7	1800
1101654	4.0 -6.1	19-22	8.3- 8.7	1550	9-12	7.3- 7.7	1900
1101702	2.6 -3.1*	11-13	15.0	2400	9-12	14.7-15.0	2600
1101708	2.6 -3.1*	11-13	15.0	2400	9-12	14.7-15.0	2600
1101710	2.5 -3.2*	8-10	14.4-14.6	1500	6-8	14.2-14.4	1900
1101714	1.5 -1.6*	18-21	15.0	3400	15-18	15.0	3500
1101716	2.5 -3.2*	8-10	14.4-14.6	1500	6-8	14.2-14.4	1900
1101729	1.5-1.67*	8-10	14.4-14.9	2200	6-8	14.1-14.5	2400
1101736	1.5 -1.6*	18-21	15.0	3400	15-18	15.0	3500
1101744	1.5-1.65*	18-21	15.0	3400	15-18	15.0	3500
1102402	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
1102403	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
1102404	4.0 -6.1	20-22	8.4- 8.6	1550	10-12	7.4- 7.6	1700
1102405	1.75-2.25	17-19	7.9- 8.1	1700	13-15	7.7- 8.0	1900
1102407	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
1102408	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
1102413	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
1102501	2.5 -3.0*	11-13	15.1-15.5	1700	7-9.5	14.2-14.8	2000
1102514	2.5 -3.0*	11-13	15.1-15.5	1700	7-9.5	14.2-14.8	2000
1102520	2.5 -3.0*	11-13	15.1-15.5	1700	7-9.5	14.2-14.8	2000
1102660	1.8 -1.9	30▼	8.0	1700			
1102667	1.8 -1.9	30▼	8.0	1700			
1102670	1.8 -1.9	30▼	8.0	1700			
1102673	1.76-1.88	30▼	8.0	1700			
1102674	1.76-1.88	30▼	8.0	1700			
1102675	1.76-1.88	30▼	8.0	1700			
1102676	1.76-1.88	30▼	8.0	1700			
1102677	1.76-1.88	26▼	8.0	1450			
1102678	1.76-1.88	30▼	8.0	1700			
1102685	1.76-1.88	30▼	8.0	1700			
1102953	1.8 -1.7*	18▼	15.0	1480			
1102955	1.6-1.7*	18▼	15.0	1480			
1102957	1.6-1.7*	18▼	15.0	1490			
1105201	1.0-1.15*	17	14.5-14.7	1650			
1105529	1.7 -2.0	28	8.0	1400			
1105530	1.7 -2.0	28	8.0	1400			
1105532	1.7 -2.0	28	8.0	1400			
1105726	1.25-1.45*	17	14.5-14.7	1250			
1105727	1.25-1.45*	17	14.5-14.7	1250			
1105732	1.25-1.45*	17	14.5-14.7	1250			
1105733	1.2 -1.4*	17	14.5-14.7	1250			
1105734	1.25-1.45*	17	14.5-14.7	1250			
1105735	1.25-1.45*	17	14.5-14.7	1250			
1105738	1.2- 1.4*	17	14.5-14.7	1250			
1105740	1.2- 1.4*	17	14.5-14.7	1250			
1105741	1.2 -1.4*	17	14.5-14.7	1250			
1105742	1.2 -1.4*	17	14.5-14.7	1250			
1105744	1.2 -1.4*	17	14.5-14.7	1250			
1105747	1.2 -1.4*	17	14.5-14.7	1250			
1105752	1.7 -2.0	28	8.1- 8.3	1325			
1105753	.63- .69§	5-7	26.0	2000	4.5- 6.5	26.0	2000
1105754	.84-.92‡	6-8	34.0	1800			
1105755	.84-.92‡	6-8	34.0	1800			
1105756	.63-.69§	5-7	26.0	2000	4.5- 6.5	26.0	2000
1105760	.63-.69§	5-7	26.0	2000	4.5- 6.5	26.0	2000
1105776	1.25-1.45*	17	14.5-14.7	1250			
1105851	1.82-1.94	40▰	8.0	1850			
1105854	1.70-1.80	25▼	8.0	1150			
1106252	1.53-1.67	17-19	7.0	1200	13-15	7.0	1200
1106253	1.5 -1.7	30-31	7.0	2000	28-30	7.0	2100
1106254	1.53-1.67	17-19	7.0	1200	13-15	7.0	1200
1106255	1.53-1.67	17-19	7.0	1200	13-15	7.0	1200
1106403	1.8 -2.0	35	8.0	1040			
1106451	1.2 -1.3*	8	13.0	640			
1106452	1.2 -1.3*	16	15.0	1050			
1106455	1.2 -1.3*	8	13.0	640			
1106576	.91- .98	35	8.0	1400			
1106577	.91- .98	35	8.0	1400			
1106578	.91- .98	35	8.0	1400			
1106579	.91- .98	35	8.0	1400			
1106580	.91- .98	35	8.0	1400			
1106582	1.5 -1.7	40	7.5	1080			
1106583	1.5 -1.7	40	7.5	1080			
1106584	1.5 -1.7	40	7.5	1080			
1106585	1.5 -1.7	40	7.5	1080			
1106586	1.54-1.67	40	7.5	1080			
1106589	1.77-2.0	30	8.0	960			
1106590	1.54-1.67	40	7.5	1380			
1106626	1.2 -1.3*	25	13.0	1300			
1106627	1.20-1.27*	25	13.0	1200			
1106628	1.20-1.27*	25	13.0	1200			
1106629	1.2 -1.3*	25	13.0	1300			
1106630	1.20-1.27*	25	13.0	1200			
1106631	1.20-1.27*	25	13.0	1200			
1106632	1.20-1.27*	25	13.0	1200			
1106633	1.2 -1.3*	25	13.0	1300			
1106635	1.20-1.27*	25	13.0	1200			
1106636	1.20-1.27*	25	13.0	1200			
1106637	1.2 -1.3*	25	13.0	1300			
1106638	1.2 -1.3*	25	13.0	1300			
1106639	1.2 -1.3*	25	13.0	1300			
1106640	1.2 -1.3*	25	13.0	1300			
1106641	1.2 -1.3*	25	13.0	1300			
1106642	1.2 -1.3*	25	13.0	1300			
1106643	1.2 -1.3*	25	13.0	1300			
1107013							
1117001	1.2 -1.3*	40	13.0	1250			
1117002	1.3 -1.5*	24-26	13.0	1600	18	13.0	3000
1117003	3.5 -3.7	28-32	7.0	1000	22-24	7.0	1200
1117004	1.2 -1.4*	40	13.0	1250			
1117005	1.26-1.33*	40	13.0	1250			
1117006	3.5 -3.7	40	7.0	950			
1117008	3.5 -3.7	40	7.0	950			
1117009	3.5 -3.7	40	7.0	950			
1117011	3.5 -3.7	28-30	7.0	1000	22-24	7.0	1200
1117012	1.26-1.33*	40	13.0	1250			
1117013	3.5 -3.7	40	7.0	950			
1117014	1.4 -1.5*	13-15	13.0	1200	10	13.0	3000
1117015	1.2 -1.3*	40	13.0	1250			
1117017	1.1 -1.2§	14	26.0	1000			
1117018	1.3 -1.5*	24-26	13.0	1600	18	13.0	3000
1117020	1.3 -1.5*	24-26	13.0	1600	18	13.0	3000
1117022	1.46-1.49*	18	13.0	1100			
1117026	1.26-1.33*	40	13.0	1250			
1117030	1.36-1.43	19-21	17.0	1200	15-17	15.9-16.4	1400
1117202	.78- .84‡	25	35.0	1450			
1117203	.78- .84‡	25	35.0	1450			
1117204	1.1 -1.2*	40	13.0	1100			
1117501	1.78-1.92*	57	13.0	800	57	13.0	3000
1117502	.47- .53‡	40	35.0	1050			
1117503	.47- .53‡	40	35.0	1050			
1117507	1.8 -1.9*	57	13.0	800			
1117509	1.8 -1.9*	80	13.0	800			

(ELECTRICAL SPECIFICATIONS CONTINUED ON NEXT PAGE)

Dodge Shifts Sales Personnel

D. W. Lee, formerly in charge of promotion for Dodge diesel truck sales, has been promoted to sales engineering covering the full Dodge truck line. T. A. Demetry will be Mr. Lee's assistant.

S. E. Muthart, former Dodge district manager in Harrisburg, Pa., is now regional truck manager of the Philadelphia area. T. P. Hinckel takes the same post at St. Louis, while J. R. Shoupe, Jr., is the new district truck manager at Dallas.

Electrical Specifications (Continued from Page 145)

DISTRIBUTOR TEST SPECIFICATIONS

UNIT MODEL NUMBER	Contact Point Opening	Breaker Arm Tension (Oz.)	Centrifugal Advance Eng. deg. & R.P.M. At Start	Centrifugal Advance Eng. deg. & R.P.M. Maximum	Rotation Viewed From Top
AUTO-LITE					
IGB4011	.020	17–20	0@400	26@3300	CCW
IGB4304B	.020	17–20	0@600	20@2100	CCW
IGB4318	.020	17–20	0@600	20@3000	CCW
IGB4325	.020	17–20	0@600	16@3000	CW
IGC4062	.020	17–20	0@500	12@3200	CW
IGC4065	.020	17–20	0@600	12@2300	CW
IGC4214A	.020	17–20	0@600	22@2300	CCW
IGC4214B	.020	17–20	0@600	31@2400	CCW
IGC4220C	.020	17–20	0@600	22@2300	CCW
IGC4227A	.020	17–20	0@500	25@2300	CW
IGC4236A	.020	17–20	0@500	32@2900	CCW
IGC4236B	.020	17–20	0@500	17@2400	CCW
IGC4272A-1	.020	17–20	0@550	12@1800	CW
IGC4274A	.020	17–20	0@600	12@2300	CW
IGC4275	.020	17–20	0@600	22@2300	CCW
IGC4283	.020	17–20	0@600	14@1800	CW
IGC4284A	.020	17–20	0@500	25@2300	CW
IGC4285	.020	17–20	0@600	24@2100	CW
IGC4285A	.020	17–20	0@550	12@1800	CW
IGC4407D	.020	17–20	0@700	26@2900	CW
IGC4408	.020	17–20	0@700	26@3300	CW
IGC4418	.020	17–20	0@700	26@3300	CW
IGC4501	.020	17–20	0@700	24@2700	CW
IGC4501-1	.020	17–20	0@700	24@2700	CW
IGC4502	.020	17–20	0@700	26@3300	CW
IGC4502A-1	.020	17–20	0@530	30@2700	CW
IGC4601	.020	17–20	0@500	17@2400	CCW
IGC4601-1	.020	17–20	0@500	17@2400	CCW
IGC4601-2	.020	17–20	0@500	17@2400	CCW
IGC4602	.020	17–20	0@500	17@2400	CCW
IGC4604	.020	17–20	0@1000	25@2300	CW
IGE4003	.020	17–20	0@400	30@2150	CCW
IGE4003F	.020	17–20	0@400	22@1600	CCW
IGE4003G	.020	17–20	0@500	25@1500	CCW
IGE4007A	.020	17–20	0@550	12@1800	CW
IGE4015	.020	17–20	0@600	18@2000	CW
IGE4020	.020	17–20	0@550	12@1800	CW
IGS4007	.020	17–20	0@600	28@3400	CCW
IGS4010	.020	17–20	0@700	24@3500	CW
IGS4101B	.020	17–20	0@700	24@3500	CW
IGS4101B-1	.020	17–20	0@700	24@3500	CW
IGS4103A	.020	17–20	0@700	22@3700	CW
IGS4107	.020	17–20	0@700	24@3500	CW
IGS4107-1	.020	17–20	0@700	24@3500	CW
IGS4107A-1	.020	17–20	0@700	26@2900	CW
IGS4108	.020	17–20	0@700	24@3500	CW
IGS4108-1	.020	17–20	0@700	24@3500	CW
IGS4108A-1	.020	17–20	0@700	24@3500	CW
IGS4108B-1	.020	17–20	0@700	24@3500	CW
IGS4108C-1	.020	17–20	0@700	22@3700	CW
IGS4108D-1	.020	17–20	0@700	26@2900	CW
IGS4109	.020	17–20	0@700	22@3700	CW
IGS4109-1	.020	17–20	0@700	22@3700	CW
IGS4111-1	.020	17–20	0@700	22@3700	CW
IGS4112-1	.020	17–20	0@700	24@3500	CW
IGS4113-1	.020	17–20	0@700	24@3500	CW
IGW4005A	.020	17–20	0@550	12@1800	CW
IGW4006B	.020	17–20	0@800	18@2600	CW
IGW4008	.020	17–20	0@600	20@2100	CCW
IGW4011	.020	17–20	0@600	16@3000	CW
IGW4015A	.020	17–20	0@550	12@1800	CW
IGW4017	.020	17–20	0@600	14@2000	CW
IGW4020	.020	17–20	0@600	13@2000	CCW
IGW4045A	.020	17–20	0@550	12@1800	CW
IGW4101	.020	17–20	0@800	20@2800	CCW
IGW4105C	.020	17–20	0@800	20@4800	CW
IGW4107	.020	17–20	0@600	30@3000	CW
IGW4107A	.020	17–20	0@600	17@2400	CW
IGW4108	.020	17–20	0@600	30@2850	CCW
IGW4108A	.020	17–20	0@600	22@2400	CCW
IGW4109	.020	17–20	0@600	10@1400	CW
IGW4110	.020	17–20	0@800	18@2600	CW
IGW4110A	.020	17–20	0@800	18@2600	CW
IGW4110B	.020	17–20	0@600	12@1800	CW
IGW4110C	.020	17–20	0@550	12@1800	CW
IGW4114A	.020	17–20	0@600	12@2300	CW
IGW4114A	.020	17–20	0@600	12@2300	CW
IGW4114B	.020	17–20	0@800	18@2600	CW
IGW4114C	.020	17–20	0@800	18@2600	CW
IGW4114D	.020	17–20	0@600	12@2300	CW
IGW4114E	.020	17–20	0@600	18@3000	CW
IGW4119	.020	17–20	0@600	30@3000	CW
IGW4119A	.020	17–20	0@600	17@2400	CW
IGW4123	.020	17–20	0@600	12@1800	CW
IGW4123B	.020	17–20	0@600	12@2300	CW
IGW4129	.020	17–20	0@600	19@3000	CCW
IGW4129A	.020	17–20	0@600	28@3400	CCW
IGW4123B	.020	17–20	0@600	12@2300	CW
IGW4129	.020	17–20	0@600	19@3000	CCW
IGW4129A	.020	17–20	0@800	28@3400	CCW
IGW4137	.020	17–20	0@700	24@2000	CCW
IGW4138	.020	17–20	0@700	24@2000	CCW
IGW4147	.020	17–20	0@600	20@2800	CW
IGW4154	.020	17–20	0@800	14@2800	CCW
IGW4158	.020	17–20	0@700	24@2000	CW
DELCO-REMY					
622D	.018-.024	17–21	2@600	16@2200	CW
622M	.018-.024	17–21	3@600	28@3000	CW
622R	.018-.024	17–21	2@700	14@2600	CCW
623D	.018-.024	17–21	3@600	20@2200	CW
623G	.018-.024	17–21	3@600	28@3000	CW
623H	.018-.024	17–21	1@600	17@2200	CCW
623K	.018-.024	17–21	2@600	20@3600	CW
623P	.018-.024	17–21	2@800	12@2800	CW
623R	.018-.024	.....	2@600	16@2200	CCW
625F	.018-.024	17–21	2@600	23@2400	CCW
625G	.018-.024	17–21	2@600	24@2400	CW
625H	.018-.024	17–21	2@600	16@2200	CW
625J	.018-.024	17–21	2@800	18@2000	CCW
625M	.018-.024	20	2@600	23@2400	CCW
632S	.018-.024	17–21	2@900	28@2700	CW
640C	.018-.024	17–21	1@600	20@2000	CW
640L	.018-.024	17–21	2@400	22@2200	CCW
640Z	.018-.024	17–21	1@600	20@2000	CW
642S	.018-.024	17–21	2@600	16@2200	CW
642T	.018-.024	17–21	2@600	20@2800	CW
643F	.018-.024	17–21	2@600	16@2200	CW
643X	.018-.024	17–21	2@690	24@2550	CW
644B	.018-.024	17–21	2@400	20@1600	CW
644C	.018-.024	17–21	2@400	20@1800	CW
644M	.018-.024	17–21	2@600	18@2900	CW
644S	.018-.024	17–21	2@600	16@2200	CW

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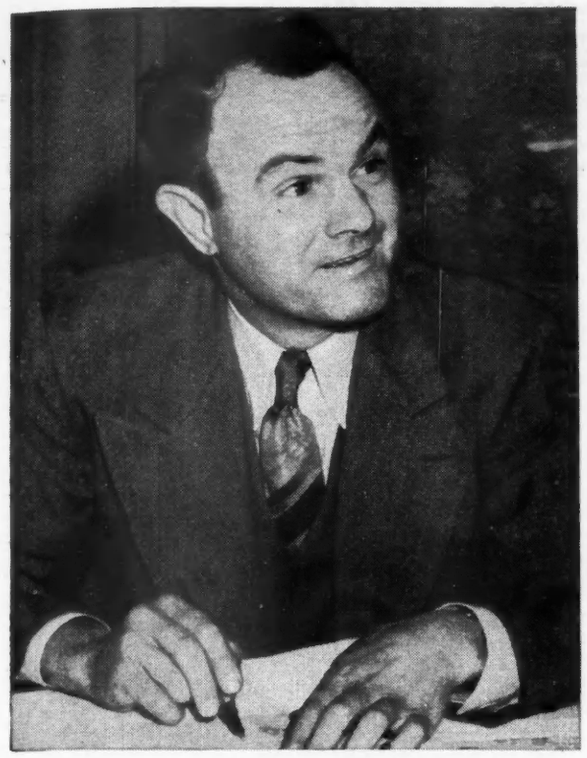
DISTRIBUTOR TEST SPECIFICATIONS (Continued from Page 146)

UNIT MODEL NUMBER	Contact Point Opening	Breaker Arm Tension (Oz.)	Centrifugal Advance Eng. deg. & R.P.M. At Start	Centrifugal Advance Eng. deg. & R.P.M. Maximum	Rotation Viewed From Top
DELCO-REMY—Continued					
644V	.018-.024	17-21	4@500	32@1900	CCW
644X	.018-.024	17-21	3@500	34@3200	CW
645E	.018-.024	17-21	2@500	22@2200	CW
645G	.018-.024	17-21	1.5@600	32@3000	CW
645J	.018-.024	17-21	2@600	27@3200	CCW
645K	.018-.024	17-21	2@600	14@3200	CW
645S	.018-.024	17-21	2@400	31@3200	CW
645T	.018-.024	17-21	2.2@600	28@3000	CW
645V	.018-.024	20	2@400	22@2400	CW
645Y	.018-.024	17-21	2@600	20@2800	CW
645Z	.018-.024	17-21			CW
647D	.018-.024	19-23	4@800	28@4000	CCW
647F	.018-.024	17-21	2@400	28@3800	CCW
647G	.018-.024	20	3@500	27@2400	CW
647H	.018-.024	20	2@600	20@2600	CW
647K	.018-.024	17-21	3@500	27@2400	CW
647L	.018-.024	17-21	3@500	27@2400	CW
649C	.018-.024		1@400	27@1800	CW
649E	.018-.024	17-21	3@600	17@2200	CW
649F	.018-.024	17-21	2@400	22@2400	CW
649G	.018-.024		1.7@600	50@3600	CW
649N	.018-.024	20	2@800	17@2400	CW
649R	.018-.024		2@700	26@2100	CW
649S	.018-.024		.5@300	22@1800	CW
649T	.018-.024	17-21	2.5@400	36@2300	CW
649U	.018-.024	20	2@600	22@2200	CW
649V	.018-.024	20	2@600	20@2400	CW
649W	.018-.024	17-21	2@400	22@2400	CW
649X	.018-.024	17-21	2@400	22@2400	CCW
649Y	.018-.024	17-21	3@500	34@3200	CW
686H	.018-.024	17-21	2@400	24@1600	CCW
686D	.018-.024	17-21	1@600	20@2000	CW
696F	.018-.024	17-21	1@600	20@2000	CW
4097	.018-.024	17-21	2@400	12@1400	CW
4119	.018-.024	17-21	3@500	34@3200	CW
4126	.018-.024	17-21	2@400	12@1400	CCW
4127	.018-.024	17-21	1@600	20@2000	CW
4128	.018-.024	17-21	1@600	20@2000	CW
4130	.018-.024	17-21	2@400	12@1400	CW
4140	.018-.024	17-21	2@400	32@2000	CW
4150	.018-.024	17-23	3@500	22@1800	CW
4152	.018-.024	20	3½@600	21½@1400	CW
4154	.018-.024	20	2@400	22@2200	CCW
4171	.018-.024	17-23	2@600	16@2200	CW
4172	.018-.024	17-21	2@700	14@2600	CCW
4173	.018-.024	17-21	3@600	23@3000	CW
4174	.018-.024		.5@300	22@1800	CW
4175	.018-.024	17-23	2@700	26@2100	CW
4176	.018-.024		1@400	27@1800	CW
4177	.018-.024	17-23	2@500	38@2400	CW
4186	.018-.024	17-21	2@400	24@1600	CCW
4199	.018-.024	17-21	2@400	12@1400	CCW
4204	.018-.024	17-21	1@600	20@2000	CW
4205	.012-.017		2@500	30@2050	CCW
4209	.018-.024		2@400	24@1400	CCW
4213	.018-.024	17-23	2@400	24@1400	CCW
SM1141	.018-.024	17-21	1@600	20@2000	CW
SM1243	.018-.024	17-21	2@600	14@2200	CW
SM1282	.018-.024	17-21	3@500	26@2200	CW
SM1310	.018-.024	17-21	2@400	12@1400	CW
SM1325	.018-.024	17-21			CW
SM1498	.018-.024	17-21			CW
SM1524	.018-.024	17-21	2@400	12@1400	CW
SM1540	.018-.024	17-21	8@600	32@2900	CW
SM1659	.018-.024	17-21	2@400	12@1400	CCW
SM1693	.018-.024	17-21	2@400	20@1600	CW
SM1882	.018-.024	17-21	1@600	20@2000	CW
SM1885	.018-.024	17-21	2@500	22@2200	CW
SM1926	.018-.024	17-21	2@600	16@2200	CCW
1110001	.018-.024	17-21	2@400	22@2400	CW
1110002	.018-.024		3@500	20@2000	CCW
1110003	.018-.024				CW
1110007	.018-.024		2@700	26@2100	CW
1110008	.018-.024	20	1¾@600	50@3600	CW
1110011	.018-.024	17-23	2@400	24@1800	CW
1110016	.018-.024	17-21	2@400	22@2400	CCW
1110018	.018-.024		1.7@600	50@3600	CW
1110019	.018-.024		1@400	27@1800	CW
1110021	.018-.024	25	2@700	14@2600	CCW
1110022	.018-.024	17-21	2@600	27@3200	CCW
1110025	.018-.024		2@400	18@2200	CCW
1110027	.018-.024	17-21	2@400	22@2400	CW
1110030	.018-.024		2@600	26@2300	CW
1110031	.018-.024	17-21	3@500	34@3200	CW
1110032	.018-.024	17-21	3@500	34@3200	CW
1110033	.018-.024	17-21	2@400	22@2400	CW
1110034	.018-.024		2@600	22@2200	CCW
1110039	.018-.024		2@600	20@2600	CW
1110041	.018-.024	17-21	3@600	17@2200	CW
1110043	.018-.024	17-21	3@800	17@2200	CW
1110044	.018-.024		2@500	38@2400	CW
1110045	.018-.024		1.7@600	50@3600	CW
1110046	.018-.024	17-23	2@400	18@2200	CCW
1110049	.018-.024		2@500	38@2400	CW
1110052	.018-.024	17-21	4@800	37@3100	CW
1110053	.018-.024	17-21	2@600	16@2200	CW
1110055	.018-.024		2@600	22@2200	CCW
1110056	.018-.024		2@600	20@2350	CCW
1110057	.018-.024		2@600	22@2200	CCW
1110059	.018-.024	17-21	3@500	34@3200	CW
1110061	.018-.024	17-21	4@800	37@3100	CW
1110062	.018-.024	17-21	4@800	37@3100	CW
1110084	.018-.024	17-21	2@400	22@2400	CW
1110068	.018-.024	17-21	3@500	34@3200	CW
1110070	.018-.024	17-23	2@400	20@1600	CW
1110071	.018-.024	17-23	2@600	20@2600	CW
1110074	.018-.024	17-23	2@400	20@1600	CW
1110075	.018-.024	17-23	2@400	32@3400	CW
1110079	.018-.024	17-23	3@500	34@3200	CW
1110083	.018-.024	17-23	2@600	20@2600	CW
1110086	.018-.024	17-23	2@600	20@2600	CW
1110088	.018-.024	17-23	2@700	24@2600	CW
1110089	.018-.024	17-23	2@500	29@2800	CW
1110090	.018-.024	17-23	1@600	39@3450	CW
1110094	.018-.024	17-23	2@600	18@2800	CCW
1110095	.018-.024	17-23	2@800	18@2600	CCW
1110098	.018-.024	17-23	2@400	24@1800	CW
1110100					CW
1110204	.018-.024		2@600	22@2200	CCW
1110209	.018-.024		2@600	22@2200	CW
1110402	.018-.024	20	2@600	23@2400	CCW
1111204	.018-.024	17-21	2@400	24@1400	CCW
1111205	.018-.024		2@400	14@1850	CCW
1110509	.018-.024	17-23	2@600	9@2000	CCW
1110510	.018-.024	17-23	2@800	20@2400	CCW
1110511	.018-.024	17-23	3@600	28@3000	CCW
1111204	.018-.024	17-23	2@400	24@1400	CCW
1111403	.018-.024	17-23	1@600	20@2000	CW
1111404	.018-.024	17-23	2@400	24@1800	CW

Electrical Specifications (Continued on Page 150)



"Toledo Nitricastiron sleeves giving greater power and flexibility... New gas and oil economy!"

W. J. FORTIER
FORTIER TRANSPORTATION COMPANY
FRESNO, CAL.

NOW PLAN TO EQUIP THE ENTIRE FLEET!

"We wish to advise you of our success in using Toledo Aerotype Pistons, Valves, Guides, Springs, and Nitricastiron Sleeves in the maintenance of our truck fleet!

"The first job we equipped with Nitricastiron Sleeves was our No. 37 powered with a G. M. C. No. 331 motor. This job has run in excess of 225,000 miles and is *giving perfect satisfaction!* When we installed Nitricastiron Sleeves in this job, we were surprised to find that it gave us more power and greater flexibility than did the larger 400 job equipped with regular type parts! Economy in Fuel and Oil was also quite apparent.

"We will continue to use Nitricastiron Sleeves until the entire fleet is Toledo-equipped!"

Thank you, Mr. Fortier. And here's a timely tip for other fleet operators: See what Toledo can do for you. Phone your Toledo jobber, or write direct.

A COMPLETE TOLEDO LINE FOR YOUR FLEET

Valves . . . Pistons . . . Piston Pins . . . Cylinder Sleeves . . . Sleeve Assemblies . . . Engine Bearings . . . Connecting Rods . . . Water Pumps and Parts . . . Tie Rod Ends . . . Chassis Bolts and Bushings . . . Shackles . . . Independent Front Wheel Suspension Parts.

TOLEDO

THE TOLEDO STEEL PRODUCTS COMPANY • TOLEDO, OHIO, U. S. A.

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New York · Oklahoma City · Omaha · Philadelphia · Pittsburgh · Richmond · St. Louis · Wichita · Los Angeles · San Francisco · Portland · Seattle

Electrical Specifications (Continued from Page 148)

STARTER TEST SPECIFICATIONS

UNIT MODEL NUMBER	LOCK TEST			NO LOAD		
	Volts	Amps	Torque	Volts	Amps	RPM
AUTO-LITE						
MAB-4028	3.0	582	15.8	5.5	60	3700
MAB-4030	3.0	582	15.8	5.5	60	3700
MAB-4037	3.0	582	15.8	5.5	60	3700
MAB-4071	3.0	582	15.8	5.5	60	3700
MAB-4078	3.0	582	15.8	5.5	60	3700
MAB-4082	3.0	582	15.8	5.5	60	3700
MAB-4091	3.0	582	15.8	5.5	60	3700
MAB-4093	3.0	582	15.8	5.5	60	3700
MAB-4094	3.0	582	15.8	5.5	60	3700
MAB-4098	3.0	582	15.8	5.5	60	3700
MAJ-4011	3.0	550	12.0	5.5	67	4100
MAJ-4037	3.0	550	12.0	5.5	67	4100
MAJ-4038	3.0	550	12.0	5.5	67	4100
MAJ-4040	3.0	550	12.0	5.5	67	4100
MAJ-4042	3.0	550	12.0	5.5	67	4100
MAK-4001	3.0	380	4.5	5.5	70	5000
MAS-4003	6.0	440	20.0	11.0	35	4100
MAS-4008	6.0	440	20.0	11.0	35	4100
MAS-4011	6.0	440	20.0	11.0	35	4100
MAU-4005	6.0	540	17.3	11.0	65	4800
MAU-4006	6.0	540	17.3	11.0	65	4800
MAU-4009	6.0	540	17.3	11.0	65	4800
MAU-4011	6.0	535	35.0	11.0	65	2500
MAU-4012	6.0	540	17.3	11.0	65	4800
MAU-4013	6.0	540	17.3	11.0	65	4800
MAU-4014	6.0	540	17.3	11.0	65	4800
MAU-4015	6.0	540	17.3	11.0	65	4800
MAU-4022	6.0	540	17.3	11.0	65	4800
MAW-4001	3.0	505	11.5	5.5	65	4900
MAW-4005	3.0	505	11.5	5.5	65	4900
MAW-4013	3.0	505	11.5	5.5	65	4900
MAW-4013A	3.0	505	11.5	5.5	65	4900
MAW-4013B	3.0	505	11.5	5.5	65	4900
MAW-4015	3.0	505	11.5	5.5	65	4900
MAW-4020	3.0	505	11.5	5.5	65	4900
MAX-4007	3.0	640	16.5	5.5	65	5300
MAX-4009	3.0	652	33.5	5.5	77	2700
MAX-4017	3.0	640	16.5	5.5	65	5300
MAX-4018	3.0	640	16.5	5.5	65	5300
MAX-4028	3.0	640	16.5	5.5	65	5300
MAX-4031	3.0	640	16.5	5.5	65	5300
MAX-4031A	3.0	640	16.5	5.5	65	5300
MAX-4031B	3.0	640	16.5	5.5	65	5300
MAX-4032	3.0	640	16.5	5.5	65	5300
MAX-4033	3.0	640	16.5	5.5	65	5300
MAX-4034	3.0	652	33.5	5.5	77	2700
MAX-4035	3.0	652	33.5	5.5	77	2700
MAX-4039	3.0	640	16.5	5.5	65	5300
MBA-4001	3.0	505	11.0	5.5	65	4500
MBD-4003	6.0	590	35.0	20.0	65	5300
ML-4154	3.0	555	18.0	5.5	50	2980
ML-4162	3.0	555	18.0	5.5	50	2980
ML-4163	3.0	555	18.0	5.5	50	2980
ML-4179	3.0	555	18.0	5.5	50	2980
ML-4180	3.0	555	18.0	5.5	50	2980
ML-4186	3.0	555	18.0	5.5	50	2980
ML-4202	3.0	555	18.0	5.5	50	2980
MR-4108	3.0	525	30.0	11.0	50	4300
MR-4115	3.0	525	30.0	5.5	40	2800
MZ-4049	3.0	420	7.8	5.5	70	4300
MZ-4059	3.0	420	7.8	5.5	70	4300
MZ-4059A	3.0	420	7.8	5.5	70	4300
MZ-4064	3.0	420	7.8	5.5	70	4300
MZ-4069	3.0	420	7.8	5.5	70	4300
MZ-4082	3.0	420	7.8	5.5	70	4300
MZ-4083	3.0	420	7.8	5.5	70	4300
MZ-4090	3.0	420	7.8	5.5	70	4300
MZ-4093	3.0	420	7.8	5.5	70	4300
MZ-4099	3.0	420	7.8	5.5	70	4300
MZ-4100	3.0	420	7.8	5.5	70	4300
MZ-4104	3.0	420	7.8	5.5	70	4300
DELCO-REMY						
371	3.0	500	19	5.0	70	3000
412	5.3	670	32	11.2	80	4500
413	3.0	500	19	5.0	70	3000
414	5.3	670	32	11.2	80	4500
477	4.8	725	44	12.0	65	4500
486	3.5	500	45	8.0	75	2000
493	4.5	500	30	8.0	80	2000
494	3.5	500	45	8.0	75	2000
541	3.0	600	35	5.7	70	2200
548	5.0	700	51	11.2	75	2400
575	4.8	725	44	12.0	65	4500
578	4.8	725	44	12.0	65	4500
579	4.8	725	44	12.0	65	4500
586	4.8	725	44	12.0	65	4500
587	4.8	725	44	12.0	65	4500
590	5.3	670	32	11.2	80	4500
599	4.8	725	44	12.0	65	4500
640	3.0	500	19	5.0	70	3000
642	5.3	670	32	11.2	80	4500
644	3.5	500	45	8.0	75	2000
646	3.0	500	25	22.0	85	6000
650	3.0	500	25	22.0	85	6000
653	3.0	500	25	22.0	85	6000
655	3.0	500	19	5.0	70	3000
658	3.0	600	24	12.0	100	6000
659	3.0	500	25	22.0	85	6000
660	3.0	600	24	12.0	100	6000
661	5.3	670	32	11.2	80	4500
662	3.0	500	25	22.0	85	6000
663	29.5	100	19	32.0	13	1600
668	3.0	500	25	22.0	85	6000
700	3.0	500	19	5.0	70	3000
704	3.0	600	35	5.7	70	2200
707	3.0	500	25	22.0	85	6000
708	3.0	500	25	22.0	85	6000
709	3.0	600	24	12.0	100	6000
711	3.0	500	25	22.0	85	6000
712E	3.6	450	11	5.0	70	4500
713	5.0	700	51	11.2	75	2400
714	3.0	500	19	5.0	70	3000
714B	3.4	525	12	5.0	85	5000
714G	3.4	525	12	5.0	85	5000
718D	3.1	570	15	5.0	65	6000
718F	3.1	570	15	5.0	65	6000
718R	3.1	570	15	5.0	65	6000
718S	7.5	450	15	11.3	65	6000
719	3.0	600	24	12.0	100	6000
720QX	3.1	570	15	5.0	65	6000
720T	3.1	570	15	5.0	65	6000
720V	3.1	570	15	5.0	65	6000
720X	3.1	570	15	5.0	65	6000
721E	6.5	490	28	10.0	70	3000
721G	6.5	490	28	10.0	70	3000
721K	3.0	600	22	5.0	70	3500

(CONTINUED ON PAGE 152)

Range from 1½ ton model at **$3.15** up to 20 ton model at $30.00

Model E12.9A

LOOK AHEAD and you'll equip your fleet NOW

It's true a driver may go a long time without ever requiring a tire change on the road. But when the "unexpected" happens—YOU and the driver both gain when a Hein-Werner Hydraulic Jack is in the tool kit—ready for instant service.

The ease and dependability of operating a H-W Jack cuts down on "lost time" required to make tire changes on the road. And the ease and safety of operation sure make a hit with the man who pumps the jack.

All H-W Jacks are factory tested at 1½ times rated capacity. Each has leak-proof hydraulic unit, and large sled base.

Complete H-W line includes 1½ ton capacity hydraulic jack at only $3.15 . . . 2 ton model, $3.55 ...3 ton model, $7.30...5 ton, $9.40...8 ton, $12.30 . . . 12 ton, $18.35 . . . 20 ton, $30.00. (All prices are net, and slightly higher on West Coast).

Hein-Werner also makes Bumper-Lift Hydraulic Jacks for passenger cars, and a full line of Service Jacks of 1¼, 1½, 2, 3 and 4 tons capacity. Also SAFE-T's. (non-adjustable) horses of and 5 10 tons capacity.

For details and latest prices, ask your H-W jobber, or write us

HEIN-WERNER MOTOR PARTS CORP.
Waukesha, Wisconsin

HEIN-WERNER *hydraulic* **JACKS**

STARTER TEST SPECIFICATIONS (Continued from Page 150)

UNIT MODEL NUMBER	LOCK TEST			NO LOAD		
	Volts	Amps	Torque	Volts	Amps	RPM
721L	3.0	600	22	5.0	70	3500
721M	3.0	600	22	5.0	70	3500
721N	6.5	490	28	10.0	70	3000
721P	6.5	490	28	10.0	70	3000
722L	3.0	600	22	5.0	70	3500
722N	6.5	490	28	10.0	70	3000
722T	3.0	600	22	5.0	70	3500
722W	3.0	600	22	5.0	70	3500
722Y	6.5	490	28	10.0	70	3000
724	5.3	670	32	11.2	80	4500
724C	3.0	600	22	5.0	70	3500
724D	3.0	600	22	5.0	70	3500
724L	3.0	600	22	5.0	70	3500
724Q	3.0	600	22	5.0	70	3500
724R	3.0	600	22	5.0	70	3500
724U	3.0	600	22	5.0	70	3500
724X	3.0	600	22	5.0	70	3500
724Y	6.5	490	28	10.0	70	3000
724Z	3.0	600	22	5.0	70	3500
725D	3.0	600	16	5.0	60	6000
725P	6.7	530	16	10.0	70	7000
727	3.5	500	45	8.0	75	2000
728	3.0	500	19	5.0	70	3000
729L	3.0	600	16	5.0	65	5500
730	3.0	600	24	12.0	100	6000
733	3.0	600	24	12.0	100	6000
734K	3.4	525	12	5.0	65	5000
734T	3.4	525	12	5.0	65	5000
734X	3.4	525	12	5.0	65	5000
734Y	3.3	525	12	5.0	65	5000
734Z	3.3	525	12	5.0	65	5000
735	3.0	500	25	22.0	85	6000
736	3.0	600	24	12.0	100	6000
736C	3.1	570	15	5.0	65	6000
736G	3.1	570	15	5.0	65	6000
736N	7.5	450	15	11.3	65	6000
736U	7.5	450	15	11.3	65	6000
736V	3.1	570	15	5.0	65	6000
736Y	3.1	570	15	5.0	65	6000
736Z	7.5	450	15	11.3	65	6000
737	4.8	725	44	12.0	65	4500
737B	3.1	570	15	5.0	65	6000
737D	3.1	570	15	5.0	65	6000
737E	3.1	570	15	5.0	65	6000
737F	7.5	450	15	11.3	65	6000
737G	3.1	570	15	5.0	65	6000
737H	7.5	450	15	11.3	65	6000
737P	7.5	450	15	11.3	65	6000
737R	3.1	570	15	5.0	65	6000
737T	3.1	570	15	5.0	65	6000
737W	7.5	450	15	11.3	65	6000
737Y	3.1	570	15	5.0	65	6000
737Z	3.1	570	15	5.0	65	6000
738	3.0	500	25	22.0	85	6000
738C	3.4	525	12	5.0	65	5000
738G	3.4	525	12	5.0	65	5000
738N	3.4	525	12	5.0	65	5000
739	3.0	500	25	22.0	85	6000
739A	3.4	525	12	5.0	65	5000
739E	3.3	525	12	5.0	65	5000
739H	3.4	525	12	5.0	65	5000
740	3.0	500	25	22.0	85	6000
740K	3.1	570	15	5.0	65	6000
740L	7.5	450	15	11.3	65	6000
740M	3.1	570	15	5.0	65	6000
740N	7.5	450	15	11.3	65	6000
741	3.0	500	25	22.0	85	6000
742	3.0	500	25	22.0	85	6000
743	3.0	600	24	12.0	100	6000
743A	7.5	450	15	11.3	65	6000
751	3.0	500	25	22.0	85	6000
752	3.0	600	24	12.0	100	6000
753	4.8	725	44	12.0	65	4500
754	3.0	600	24	12.0	100	6000
755	4.8	725	44	12.0	65	4500
756	5.0	700	55	11.2	75	2250
759	4.8	725	44	12.0	65	4500
762	3.0	500	25	22.0	85	6000
763	3.0	500	25	22.0	85	6000
767	3.0	600	24	12.0	100	6000
768	3.0	500	25	22.0	85	6000
769	3.5	500	45	8.0	75	2000
772	3.0	500	25	22.0	85	6000
773	3.0	600	24	12.0	100	6000
774	3.0	600	35	5.7	70	2200
777	3.0	500	25	22.0	85	6000
780	3.0	600	24	12.0	100	6000
781	5.3	670	32	11.2	80	4500
786	3.0	500	25	22.0	85	6000
790	5.0	700	51	11.2	75	2400
793	4.8	725	44	12.0	65	4500
796	3.0	500	25	22.0	85	6000
805	4.3	800	60	23.3	90	6800
806	4.3	800	60	23.3	90	6800
807	4.3	800	60	23.3	90	6800
808	4.3	800	60	23.3	90	6800
809	4.3	800	60	23.3	90	6800
813	4.3	800	60	23.3	90	6800
816	4.3	800	60	23.3	90	6800
SM1219	5.3	670	32	11.2	80	4500
SM1307	5.3	670	32	11.2	80	4500
SM1410	3.0	600	15	5.0	65	5500
SM1640	7.5	450	15	11.3	65	6000
SM1646	6.5	490	28	10.0	70	3000
SM1664	4.8	725	44	12.0	65	4500
SM1750	3.0	500	25	22.0	85	6000
SM1751	3.0	500	25	22.0	85	6000
SM1768	3.0	500	25	22.0	85	6000
SM1937	7.5	450	15	11.3	65	6000
1107001	3.3	525	12	5.0	65	5000
1107003	3.3	525	12	5.0	65	5000
1107008	3.3	525	12	5.0	65	5000
1107009	3.3	525	12	5.0	65	5000
1107010	3.3	525	12	5.0	65	5000
1107012	3.3	525	12	5.0	65	5000
1107014	3.4	525	12	5.0	65	5000
1107015	3.4	525	12	5.0	65	5000
1107016	3.4	525	12	5.0	65	5000
1107033	3.4	525	12	5.0	65	5000
1107041	3.4	525	12	5.0	65	5000
1107403	3.1	570	15	5.0	65	6000
1107404	3.1	570	15	5.0	65	6000
1107407	3.1	570	15	5.0	65	6000
1107408	3.1	570	15	5.0	65	6000
1107410	3.1	570	15	5.0	65	6000
1107413	3.1	570	15	5.0	65	6000
1107414	3.1	570	15	5.0	65	6000
1107418	3.1	570	15	5.0	65	6000
1107420	3.1	570	15	5.0	65	6000
1107422	3.1	570	15	5.0	65	6000
1107431	3.1	570	15	5.0	65	6000
1107434	3.1	570	15	5.0	65	6000
1107437	3.1	570	15	5.0	65	6000
1107801	7.5	450	15	11.3	65	6000
1107803	7.5	450	15	11.3	65	6000
1107805	7.5	450	15	11.3	65	6000
1107809	7.5	450	15	11.3	65	6000
1107811	7.5	450	15	11.3	65	6000

(CONTINUED ON PAGE 154)

Costs Less per Mile

Why? Because here's the fleet battery that's SPECIALLY ENGINEERED to the highest standards, to perform its *specific* service. Building a fleet battery calls for more quality, more time, more skill, and more rigid supervision than is required in the building of any other kind of battery!

How? This battery actually cuts down maintenance costs. Widens the profit span between income and pay out. Puts more dollars in your pocket by wiping more dollars off the expense account. Does a more dependable, more economical job every mile, and then stays on the job many extra miles!

Prove It! You bet we'll prove it! Not with fancy laboratory tests. We'll prove it to you the hard way. We invite you to give a Bowers "the works" in actual use. We dare you to treat it rougher than you've ever treated any other battery. We defy you to catch it napping or off-guard for split second starting. And we urge you to compare its cost figures with your previous "best record." Then decide for yourself if you can *afford* NOT to standardize with Bowers!

Write Today for Complete Information

BOWERS BATTERY MFG CO., INC.

BOWERS

ENGINEERED TO GIVE MORE MILES PER DOLLAR

BETTER BUILT BATTERIES

MAIN PLANT, READING, PA. - - CHICAGO PLANT HARVEY, ILL.

STARTER TEST SPECIFICATIONS (Continued from Page 152)

UNIT MODEL NUMBER	LOCK TEST			NO LOAD		
	Volts	Amps	Torque	Volts	Amps	RPM
1107813	7.5	450	15	11.3	65	6000
1107816	7.5	450	15	11.3	65	6000
1107826	7.5	450	15	11.3	65	6000
1107906	3.0	600	16	5.0	60	6000
1107915	3.0	600	16	5.0	60	6000
1107916	3.0	600	16	5.0	60	6000
1107918	3.0	600	16	5.0	65	5500
1107920	3.0	600	16	5.0	65	5500
1108102	6.7	530	16	10.0	70	7000
1108103	6.7	530	16	10.0	70	7000
1108104	6.7	530	16	10.0	70	7000
1108107	6.7	530	16	10.0	70	7000
1108111	6.7	530	16	10.0	70	7000
1108201	3.0	600	22	5.0	70	3500
1108202	3.0	600	22	5.0	70	3500
1108205	3.0	600	22	5.0	70	3500
1108206	3.0	600	22	5.0	70	3500
1108401	6.5	490	28	10.0	70	3000
1108402	6.5	490	28	10.0	70	3000
1108404	6.5	490	28	10.0	70	3000
1108405	6.5	490	28	10.0	70	3000
1108451	3.0	600	28	5.0	70	2500
1108452	3.0	600	28	5.0	70	2500
1108453	3.0	600	28	5.0	70	2500
1108454	3.0	600	28	5.0	70	2500
1108455	3.0	600	28	5.0	70	2500
1108528	6.7	530	33	10.0	70	2800
1108531	6.7	530	33	10.0	70	2800
1108533	6.7	530	33	10.0	70	2800
1108534	6.7	530	33	10.0	70	2800
1108651	3.0	600	16	5.0	65	5500
1108676	7.5	450	15	11.3	65	6000
1108677	6.7	530	33	10.0	70	2800
1108701	2.3	570	20	11.6	100	5000
1108702	2.3	570	20	11.6	100	5000
1108703	2.3	570	20	11.6	100	5000
1108704	2.3	570	20	11.6	100	5000
1108705	2.3	570	20	11.6	100	5000
1108706	2.3	570	20	11.6	100	5000
1108707	2.3	570	20	11.6	100	5000
1108709	2.3	570	20	11.6	100	5000
1108715	2.3	570	20	11.6	100	5000
1108724	2.3	570	20	11.6	100	5000
1108900	3.0	500	19	5.0	70	3000
1108907	5.3	670	32	11.2	80	4500
1109100	4.8	725	44	12.0	65	4500
1109103	4.8	725	44	12.0	65	4500
1109104	4.8	725	44	12.0	65	4500

Lamp Standards Postponed

On January 28, the Safety Equipment Manufacturers' Association reported the current impracticability of obtaining stranded copper wire and amber lenses conforming to Commercial Standards CS80-41 to CS86-41, inclusive, and requested, therefore, that the effective date on these Standards be postponed.

The SEMA is now working in cooperation with the Electrical Testing Laboratories, the Society of Automotive Engineers, the wire manufacturers, and the lens manufacturers, in an effort to obtain material which will conform respectively with the S.A.E. specifications for wire, and with the commercial standards' limits for amber glass, and it is their belief that his can be accomplished prior to July 1, 1941.

Agreeable to the above request and with the approval of the Standing Committee, the effective date for new production of the corresponding items of Lamps and Signal Equipment according to Commercial Standards CS80-41 to CS86-41, inclusive, is hereby extended from Jan. 1, 1941, to July 1, 1941.

Gar Wood Truck Equipment Folders

Gar Wood Industries, Inc., Detroit, Mich., is now distributing bulletins Nos. 2 and 11. The first one illustrates and describes cam and roller hoists for all sizes of trucks, trailers and six-wheelers and the second one gives the same information on repair towers such as are used by public utilities.

A load of matches coming 'round the mountain on a Cummins-powered International Truck of the Ohio Match Co.

CHEVROLET TRUCKS

Chevrolet means economy — and that means *more profits*

Chevrolet economy is a matter of record, proved time after time by the cost-sheets of hundreds of firms.

Still better proof is the fact that, year after year, Chevrolet is awarded first place in truck sales by the nation's business men—men whose object is to make their businesses increasingly profitable, men who know that it's good business to buy the best equipment obtainable.

Chevrolet is America's truck leader—by the verdict of America's business leaders.

CHEVROLET MOTOR DIVISION, *General Motors Sales Corporation*
DETROIT, MICHIGAN

Inspect these

NEW 1941 FEATURES

★ 90-HORSEPOWER VALVE-IN-HEAD ENGINE . . . 174 FOOT-POUNDS OF TORQUE ★ NEW RECIRCULATING BALL-BEARING STEERING GEAR ★ NEW, MORE COMFORTABLE DRIVER'S COMPARTMENT.

60 MODELS

ON NINE LONGER WHEEL-BASES . . . A COMPLETE LINE FOR ALL LINES OF BUSINESS

OUT-PULL . . . OUT-VALUE . . . OUT-SELL

LEGISLATIVE LOOKOUT

Tennessee, Texas, North Dakota and Indiana Revise Gross Weights While 35 States Continue to Weigh Highway Bills

THE legislatures of Tennessee, Texas, North Dakota and Indiana have enacted legislation which materially raises the prevailing gross allowable weights in their respective states. In each case the bills have been approved by the Governors and now stand as law.

The Tennessee bill, reported in last month's issue, raises the gross weight in that state from 24,000 to 30,000 lb. subject to an axle limitation of 16,000 lb.

In Texas, H.19, the "scientific" weight bill, provides a gross vehicle weight of 38,000 lb. and automatically repeals the existing 7000 lb. load limit.

A compromise bill in North Dakota, full details of which are not available, was put through at the last moment increasing the gross weight from 35,000 to 40,000 lb.

A series of bills in Indiana resulted in the repeal of the old tire and weight taxes along with the 40,000 lb. gross weight limit and the substitution of a formula [700 (L plus 40)] which permits possible gross weights up to 56,000 lb. At the same time substantial increases have been made in the registration rates for trucks, but it is estimated the amounts will be slightly under the totals collected under the old laws.

Practical interpretations of each of these bills appear in the "State Size and Weight" tables on pages 24 and 25 of this issue.

Meanwhile 34 (of an original 42) legislatures continue in session. Several minor measures have been enacted in the various states, an analysis of which appears below, together with a number of bills introduced in the legislatures since the last issue.

The following bills have passed both houses and have been approved by the Governor:

DELAWARE

H.16 repeals prohibition against trailer having carrying capacity of more than 10,000 lb.

S.181 provides a uniform system of hand signals for starting, stopping and turning all motor vehicles.

S.182 requires reporting of accidents in which damage is $25 or more.

S.183 increases maximum height from 12 ft. 2 in. to 12 ft. 6 in.

INDIANA

S.57 prohibits Governor or other official from extending vehicle registration date.

S.108 requires payment of personal property taxes before motor vehicle registration.

H.336 adds vehicles carrying explosives to those authorized to carry red light visible from directly in front.

H.246 extends operators' and chauffeurs' license expiration date to March 1.

H.144 classifies household movers as com-

(Turn to Page 158, Please)

LEGISLATIVE LOOKOUT

(CONTINUED FROM PAGE 156)

mon carriers and requires filing of rates.

S.98 permits public transportation companies to use police radio receivers in emergency maintenance trucks.

H.294 allows windshield signs up to 4 in. square.

H.J.R.15 establishes a 21-member traffic study commission which is to report its recommendations before Nov. 15, 1942.

H.326 requires rate fixing for each class of carriers.

IOWA

H.6 eliminates the grace period for payment of taxes by certificated carriers.

KANSAS

H.164 permits carrier to furnish bond in lieu of deposit for ton-mile tax.

S.16 refunds fees to motor carriers who have ceased to operate.

H.165 provides action for collection of ton-mileage taxes must be commenced within 5 years.

MAINE

H.312 reduces registration fee for trucks between 2 and 2½ ton capacity.

MARYLAND

S.421 would limit axle load to 600 lb. per inch of tire width or 24,000 lb. per axle; axles spaced less than 50 in. apart limited to 20,000 lb.; provides formula 750 (L plus 40).

MASSACHUSETTS

H.150 increases height of "heavy duty platform trailers."

MINNESOTA

H.53 gives owner a chance to apply to increase authorized gross weight to that or greater than that which the owner has been convicted of exceeding by paying the difference in charges rather than entire new license.

NEW YORK

H.378 provides requirements for motor vehicle reflectors shall be applicable both day and night.

NORTH CAROLINA

H.314 allows non-resident automobiles to be operated for 30 days.

NORTH DAKOTA

S.50 continues the additonal 1c. gas tax.

S.40 re-enacts 2 per cent sales tax.

OREGON

S.129 prohibits use of flashing stop lights on motor vehicles.

S.128 permits removal of motor vehicle sidelights for daylight operation.

S.174 requires directional signals.

H.154 increases gross weight classification for truck registration from 4,000 to 4,500 lb.

H.98 provides 50c. additional registration fee for hospitalization of injured indigents.

S.199 limits length to 35 ft.

S. CAROLINA

H.425 levies a tax of 10 per cent on retail list price of all motor vehicles tires and tubes to be used for increasing teachers' salaries.

SOUTH DAKOTA

H.74 permits Public Utilities Commission to grant over-weight permits for hauling one block of granite.

S.162 amends motor vehicle license fees.

H.275 authorizes Public Utilities Commission to regulate size, weight, and load of motor vehicles in communities where railroads have been abandoned.

S.363 empowers the state treasurer to stop and inspect trucks transporting motor fuel imported into the state.

S.77 provides 2 per cent gross sales tax.

S.113 requires drivers of vehicles carrying livestock to exhibit a written permit to peace officers on demand.

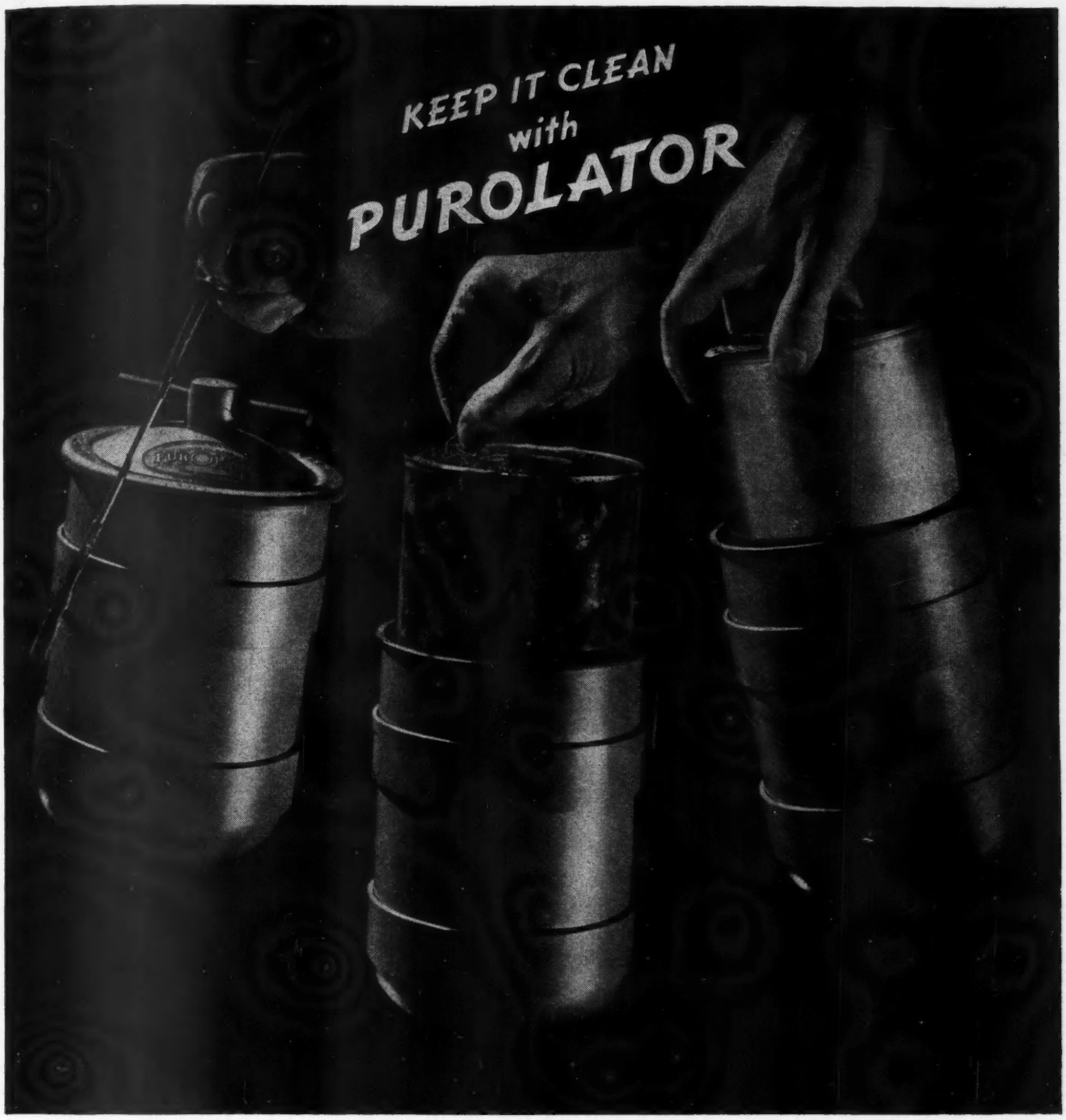
WASHINGTON

S.98 prohibits constables in Class "A" counties from making arrests for traffic violations, without a warrant.

WEST VIRGINIA

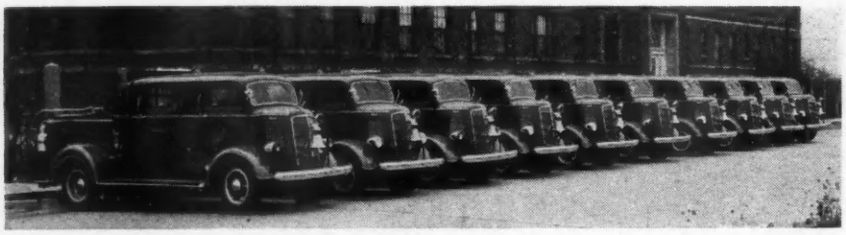
H.211 extends the emergency gasoline tax two more years.

(TURN TO PAGE 160, PLEASE)



AS EASY AS IT LOOKS—AND VITALLY IMPORTANT!

You'd expect plenty of trouble if anyone put dirty, gritty oil in your crankcase. But the best oil soon gets dirty in actual service—unless the oil filter is on the job, trapping the dirt in the filter element. ☆ ☆ Watch the oil on the dip-stick. When it shows dirty, replace the filter element. It's like putting a new blade in your razor. Of course, be sure you get genuine Purolator elements. The cost is small—$1 and up. ☆ ☆ Insist on Purolator—standard equipment on the large majority of filter-equipped engines—both gasoline and Diesel. Purolator Products, Inc., Newark, New Jersey . . . *founders and leaders of the oil filter industry.*



The latest in fire fighting equipment is typified by these Mack squad cars recently added to Chicago's fire department. The crew rides protected inside the spacious cab, pumps handle 1200 gal. a minute at 130 lb. pressure and there is an unusually complete complement of emergency tools for special work.

LEGISLATIVE LOOKOUT

(CONTINUED FROM PAGE 158)

The following bills have been introduced since our last issue. None had been passed at the time this issue went to press.

FEDERAL

SJR.46 (joint resolution) would provide for postponement of certain orders relative tariffs of freight forwarders.

S.974 would amend transportation act of 1940 by amending provisions of Section 322 of Part 11 of the Act. (Details not available).

S.975 would amend Part 11 of Interstate Commerce Act, Motor Carrier Act. (Details not available).

ARIZONA

H.100 would increase truck and bus speed limit from 45 to 55.

H.69 would impose 5c. tax on diesel oil.

S.166 would provide for issuance of plates to all common carriers by Motor Vehicle Department.

S.110 would provide 35 ft. length for single unit and 65 ft. for combination.

H.214 would require trucks and buses to install and maintain "safety passing" lights.

ARKANSAS

H.641 would provide license fee for vehicles propelled by any fuel other than gasoline.

Legislature adjourned March 13.

CALIFORNIA

H.440 would provide that after January 1, 1942, no new truck, trailer or semi-trailer shall be sold, registered or operated unless equipped with rear bumpers not less than 18 nor more than 24 in. from the ground.

(TURN TO PAGE 162, PLEASE)

WHAT-THE-HELL DEPT.

Ill.—S.204 would require trucks to have series of rear lights showing speed in excess of 20, 30 and 50 m.p.h.

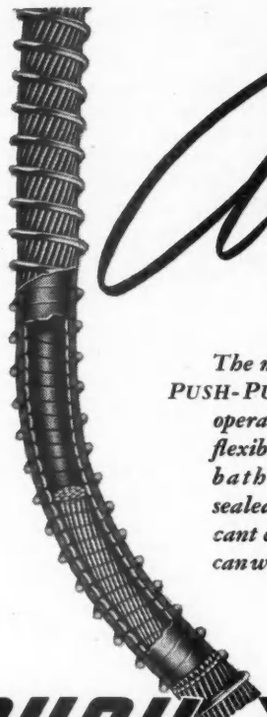
Iowa—H.452 would provide for vehicle registration cards to be displayed above rear-view mirror with top half showing at all times.

N. Hamp. — H.328 would make it mandatory for auto drivers to take the keys from ignition switch when they leave their cars parked.

N. Car.—S.294 would fix speed limit of 20 m.p.h. for vehicles passing cemeteries in towns over 15,000.

Oregon—S.258 would prohibit throwing any missile at a common carrier or passenger vehicle.

S. Car.—H.370 would prohibit towing of automobiles except by garage men.



Adaptable

The moving part of a PUSH-PULL CONTROL operates—in a rugged flexible conduit—in a bath of lubricant sealed so that lubricant can't get out nor can water or grit enter.

THE many characteristics of PUSH-PULL CONTROLS for Passenger Cars, Motor Trucks, Buses, Tractors and Material Handling equipment can be summed up by that one word. They are adaptable—used with equal efficiency to control the operation of many different parts—easily installed without disturbing chassis design—operate positively, quietly, and easily regardless of temperature or climate.

Glad to discuss with you how PUSH-PULL CONTROLS can be adapted to any or all of your models.

AMERICAN CABLE DIVISION
6-235 General Motors Building, Detroit, Michigan
San Francisco: 630 Third Street

PUSH PULL AUTOMOTIVE CONTROLS

"Adaptable"

Certainly that is one of the many lovable characteristics of Spaniels. They make themselves completely happy—wherever they may be.

ACCO

AMERICAN CHAIN & CABLE COMPANY, Inc.

LEGISLATIVE LOOKOUT

(Continued from Page 160)

S.1205 would provide that laws regulating size and weight shall not apply to vehicles owned or operated by United States in connection with military or naval operations or to vehicles engaged exclusively in transportation for War or Navy Departments in connection with military or naval operations if drivers have specified credentials.

H.1268 would establish new gross weight formula of 800 (L plus 40) as recommended by Legislative Interim Committee and increase axle weight from 17,000 to 18,000 lb.; number of axles to be used as basis for registration.

H.1320 would permit any common carrier to establish through routes and joint rates between any and all points served.

H.2119 would require Railroad Commission to encourage coordination of existing transportation facilities; empowers Commission to establish joint rates between highway common carriers and other types of common carriers.

H.1271 would provide maximum 65 mile speed limit.

H.1268 would increase axle weight from 17,000 to 18,000 lb. Reduces wheel weight from 10,000 to 9,500 lb.; gross weight based on formula.

H.2103 would stipulate that local authorities cannot license and regulate operation of vehicles for hire "when such motor vehicle carrier does not maintain office, terminal, or warehouse facilities in such city, town, or other municipality."

H.2357 would prohibit sale of any vehicle with unsafe tires or where tires are in such a worn or defective condition as to make use thereof dangerous; prohibits repairing or retreading of tires so weakened by wear, age, or deterioration as to make use dangeous.

H.2268 would amend provisions relative to enforcement of hours of service; requires driver's log.

COLORADO

S.530 would provide for inspection and regulation of weighing and measuring devices.

CONNECTICUT

S.2478 and H.1719 would provide for regulation of household movers in towns over 10,000 by Public Utilities Commission.

H.2401 and S.1033 would provide for suspension of license and registration when judgment remains unpaid for 60 days.

S.2567 and H.1808 would abolish semi-annual automobile inspection.

S.812 and H.2180 would increase length for vehicles transporting motor vehicles from 40 to 45 ft.

DELAWARE

S.120 would provide 55 mile speed limit on dual highways and 50 mile limit on other highways.

S.119 would increase motor vehicle height to 12½ ft., increases length for single unit to 35 ft., and reduces length of combination from 60 to 50 ft.; vehicles with solid tires limited to 22,000 lb.; 4-wheeled vehicles, 30,000 lb.; 6-wheeled vehicles, 40,000 lb.; tractors, semi-trailers, and other combinations limited by formula

(Turn to Page 164, Please)

Something new in the meat packing business is frequent fresh meat deliveries in small lots to small dealers. This Dodge ice-refrigerated job makes such a plan feasible for Northern Packing Co. at Grand Forks, N.D.

● Colletti has six Utility units like this, hauling 58,000 lbs. of gross load, 2400 miles round-trip over the punishing grades of Highway 99 between Los Angeles and Seattle. COR-TEN construction keeps them rolling.

IN UTILITY TRAILERS, TOO . . .

COR-TEN in stress-carrying members keeps bigger payloads rolling

"UNLESS otherwise specified U·S·S COR-TEN is standard construction for body framing and all stress-carrying members," says H. C. Bennett, Utility's General Manager.

"In the more than 300 COR-TEN steel bodies now in highly successful operation, weight saving by the use of COR-TEN has enabled us to produce equipment that is both lighter and stronger. Because COR-TEN has tremendous strength and elasticity which greatly increases resistance to 'metal fatigue,' such construction insures long life and uninterrupted service. We have found these COR-TEN bodies operate economically, free from the need of repair far longer than bodies of ordinary construction."

Does lightweight construction with COR-TEN stand up? Listen. Do you know what racks the life out of heavy-duty equipment like this? Vibration and twisting stresses, of course. COR-TEN has an amazing ability to absorb them. For in addition to its high yield strength, COR-TEN has 66.6% greater resistance to fatigue than plain structural steel. Its endurance limit is more than twice that of non-ferrous "light" metals. That's why COR-TEN imparts a lasting ruggedness and extra stamina that keeps hard-working equipment on the road.

You don't have to pay a premium for the extra advantages that COR-TEN construction offers. When used correctly, not just as a substitute for plain steel but as an integral factor in lightweight design, COR-TEN will cut hundreds of pounds from trucks, trailers and buses, with little or no increase in cost and without the sacrifice of a single advantage previously enjoyed.

We'll be glad to show you how to apply U·S·S COR-TEN most economically to your designs.

U·S·S HIGH TENSILE STEELS

AMERICAN STEEL & WIRE COMPANY, *Cleveland, Chicago and New York*
CARNEGIE-ILLINOIS STEEL CORPORATION, *Pittsburgh and Chicago*
COLUMBIA STEEL COMPANY, *San Francisco*
NATIONAL TUBE COMPANY, *Pittsburgh*
TENNESSEE COAL, IRON & RAILROAD COMPANY, *Birmingham*

United States Steel Export Company, New York · Scully Steel Products Company, Chicago, *Warehouse Distributors*

USS

UNITED STATES STEEL

LEGISLATIVE LOOKOUT

(Continued from Page 162)

750 (L plus 40) if length over 18 ft., and 650 (L plus 40) if length 18 ft. or less.

S.184 would stipulate vehicles over 80 in. wide to carry two clearance lamps on each side.

H.349 would provide for physical examination of chauffeurs.

GEORGIA

H.549, all tires and tubes shipped into state to have date of manufacture inscribed thereon.

Legislature adjourned March 22.

IDAHO

H.252 would provide Uniform Motor Vehicle Code, with modifications. Requires garages to report vehicles showing evidence of having been in accident; prescribes 50 mile speed limit; requires mechanical directional signal when vehicles is so constructed or loaded that hand signal would not be visible; clearance light requirements in accordance with I.C.C. regulations; requires dimming of headlights within 500 ft. of oncoming vehicles; vehicles carrying explosives to be so marked; authorizes State Police to stop vehicles for inspection at any time; provides for at least one and not more than two inspections annually at state operated or officially designated inspection stations; provides height of 14 ft., 35 ft. length for single vehicle, 45 ft. for tractor-semi-trailer and 65 ft. for other combinations.

H.133 would require carriers to post $1,000 bond for liability and property damage.

S.147 would repeal reciprocity provisions and require passenger cars to register within 48 hours after entering state.

S.158 would prohibit carrying over 20 gallons of gasoline until state tax is paid thereon.

H.314 defines "auto transportation company," common, contract and private carriers, requires permits for operation from Public Utilities Commission; require public liability insurance and $1,000 cargo bonds.

H.352 would impose 5c. tax on fuel other than gasoline.

Legislature adjourned March 8.

ILLINOIS

S.157 would license itinerant merchants under control of Department of Public Works.

INDIANA

S.233 would limit gross weight of vehicles transporting petroleum products to 24,000 lb.

H.508 would provide new schedule of truck license fees graduated from $8 for truck with ½ ton capacity or less (now $6), to $250 if capacity 7½ tons (now $125), and repeals the weight tax.

H.546 would prohibit trucks between 6 p. m. Saturday and midnight Sunday.

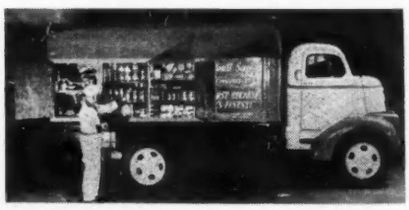
H.508 would repeal the tire tax and fix higher schedule of license fees.

S.305 would provide registration fees for passenger cars of 1% of delivered price for new cars, ¾% if one year old, .65% if two years old, .55% if three years old, and .20% for cars older than four years.

IOWA

H.296 would provide for half-year registration and monthly periodic reductions;

(Turn to Page 166, Please)



Chevrolet has nine of these rolling used car reconditioning shops working throughout the country. Each is manned by a competent service expert, carries a full complement of shop equipment and a complete stock of supplies and materials necessary for doing the job in the most efficient way.

Your Fleet Advertises Your Business—*Dress It Up*

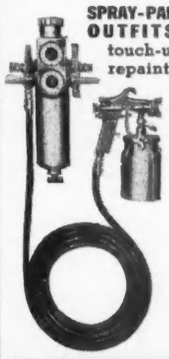
When your fleet goes out on its daily runs, don't forget that it advertises your name to your prospects and customers. If it's good-looking, it's the best kind of promotion. But if it's shabby, it leaves bad impressions of your service and the men behind it.

Fleet owners who are careless about the looks of their fleet may be judged careless about the efficiency and dependability of their service. Don't let that happen to you!

Keep your fleet good-looking by a regular program of painting and touch-up. Do it faster, better and at less cost with the same DeVilbiss Equipment that produces so many new car, truck, and bus finishes. Check into it now. Call your local jobber.

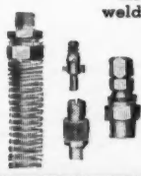
THE DEVILBISS COMPANY • TOLEDO, OHIO
Canadian Plant: Windsor, Ontario

DEVILBISS SPRAY SYSTEMS

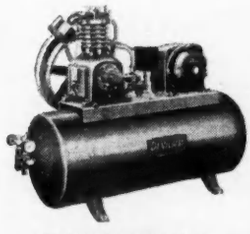


SPRAY-PAINTING OUTFITS for touch-up and repaint jobs.

HOSE FOR ALL USES —Air, oil, water, welding, car heater.



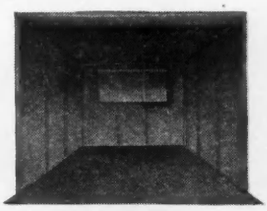
HOSE CONNECTIONS— Permanent or quick detachable types.



AIR COMPRESSORS—For every requirement.

OIL GUNS for high speed chassis lubrication. Spray or stream types.

AIR DUSTING GUNS for removing dust, water, metal chips.



SPRAY BOOTHS— Remove dust, spray vapors. Improve finishing, and shop conditions.

LEGISLATIVE LOOKOUT

(Continued from Page 164)

permits increase of gross load by paying difference between gross load classification for remainder of registration period.

H.338 would provide for a certificate of title for all motor vehicles.

S.373 would provide financial responsibility system requiring insurance of $5/10/..,000.

S.387 would increase gross weight to 28,000 lb. plus 700 lb. each foot between first and last axle.

S.399 would set-up truck registration fees to range from $15 if less than 3 tons to $20 if over 8 tons, plus $10 for each additional ton; trucks and trailers over 4 tons subject to mileage tax at rate of 1½ mills per ton mile or on optional fixed fee based graduated from $60 on 4 to 5 tons to $1,780 over 21 tons. Trucks would be required to keep daily records. Nonresident trucks subject to mileage tax or optional flat fees; irregular route operators required to obtain a travel order.

H.365 would change registration date to July 1.

H.369 would increase height from 12 ft. to 13 ft., 6 in.

S.418 and H.403 would authorize Highway Commission to stop any motor vehicles for weighing and inspection.

H.403 would provide for weighing and inspection of motor vehicles and trailers.

H.30 would require identification plate on certificated carrier where prescribed by Commerce Commission.

S.469 taxes liquefied gas used in motor vehicles the same as other motor fuels.

H.489 would levy compensation tax on all vehicles over 4 tons; trucks between 4 and 5 tons would pay annual $50 fee and an additional $25 per ton up to 16 tons; each additional ton over 16 would pay $50 per ton.

H.476 would prohibit trucks, tractors, trailers, and semi-trailers from operating on primary roads between Saturday noon and Sunday midnight, except those transporting livestock, dairy products, and perishable goods.

H.416 would remove 25-mile limit on movement of certain vehicles over maximum weight limit when special permit is granted.

H. 108 would increase speed for vehicle drawing another vehicle from 35 to 45 and speed for trucks from 40 to 45 m.p.h.

KANSAS

H.218 would impose $25 annual license fee on itinerant merchants exempting those with net load not exceeding 3,000 lb.

S.269 would require motor carriers using fuel not already taxed under gas tax law, to pay tax of 3c. per gallon.

H.325 would amend exemption of private carriers to exempt those who operate wholly within radius of 25 miles of municipality.

H.363 would abolish ports of entry.

S.327 would limit length of any motor vehicle to 45 ft.

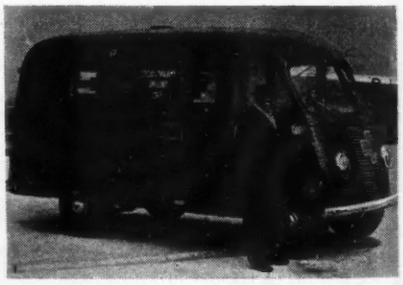
MAINE

H.1475 would increase gas tax to 5 cents.

H.1478 would tax diesel fuel same as gasoline.

H.1479 would impose 4 cents tax on fuel other than gasoline.

(Turn to Page 168, Please)



New mode in ambulance design is evidenced by this International unit being shipped to England by Czechoslovak Relief. Equipped with all-steel Metro body it is specially fitted out for airport emergency service

LEGISLATIVE LOOKOUT

(Continued from Page 166)

H.1591 would provide short registration period for trucks; 20 per cent for 1 month for trucks over 4 tons; 10 per cent more each additional month.

H.150 would limit "over all" length of single trucks to 35 ft. (now 40 ft. and combinations to 50 ft. It also revises weights.

MARYLAND

S.282 provides for $30,000,000 Toll superhighway between Baltimore and Washington.

H.458 would prohibit truck drivers working more than 10 hours aggregate unless they have been off duty 8 consecutive hours within period; drivers required to keep logs.

H.486 would provide that brakes shall be adequate to stop vehicles within 55 ft. and hold vehicle stationary on any grade upon which operated.

MASSACHUSETTS

H.752 would repeal the compulsory insurance law.

MICHIGAN

H.210 would require directional signals for trailers and semi-trailers.

MINNESOTA

S.464 would define truck carrying capacities and would require load limits to be painted on trucks in letters 2½ inches high.

H.828 would amend axle weight provisions (details not available).

H.832 would require all trucks delivering fuel oil to be equipped with meters to measure fuel.

MISSOURI

H.49 would levy 2 per cent automobile use tax.

H.71 would levy tax of 6c. per gallon on lubricating oil and ½c. on crude petroleum and fuel oil derived from petroleum.

H.47 would re-enact sales tax permanently.

H.48 would impose 2 per cent use tax.

H.49 would impose 2 per cent tax on purchase price of new and used motor vehicles.

H.104 would authorize counties and municipalities to fix weight limits.

H.136 would require private carriers to procure permit from Public Service Commission and pay same fees as for-hire carriers.

H.117 would provide 55-mile limit for buses, 40 for trucks.

H.155 would impose caravan fee of $15 each vehicle whether such vehicle operated under its own power or carried. (Identical with H.18).

H.154 would prohibit vehicle with two levels for carriage of other vehicles.

H.293 would reduce passenger car registration fees; increases fees for commercial vehicles and increases gas tax to 3c. on January 1, 1942.

H.308 would authorize municipalities to provide for inspection of motor vehicles.

H.J.C.R.25 would increase gas tax to 3c. and reduces passenger car registration fees.

H.293 would increase truck fees to range from $10.50 if capacity not over one-half ton to $186 if capacity between 9 and 10 tons, plus $225 each ton in excess of 10; trailers and semi-trailers same as for trucks; increases gas tax to 3c. after Dec. 31, 1941.

H.308 would authorize municipalities to require inspection of motor vehicles—not more than three per year with fee of not more than $1.00 annually.

H.443 would amend truck registration fees to range from $1.00 on those not exceeding one-half ton, to $190 on those between 9 and 10 tons; each ton or fraction thereof in excess of 10 to pay $100; additional trailers and semi-trailers registered at 5 per cent of foregoing rates; passenger cars and motorcycles, $1.00; increase gas tax to 4c. after Dec. 31, 1941.

(Turn to Page 170, Please)

LEGISLATIVE LOOKOUT

(Continued from Page 168)

MONTANA

CCH S.1614 would provide for regulation of motor carriers by Railroad Commission.

CCH S.1619 would amend hours of service for drivers of commercial motor vehicles.

H.338 would impose $5 license fee on caravaning cars.

Legislature adjourned March 6.

NEBRASKA

Bill 241 would provide for uniform bills of lading of common carriers.

NEVADA

S.42 and S.96 would prohibit double deck transportation of new motor vehicles.

H.214 would limit speed of trucks to 45 m.p.h.

H.232 would limit width to 8 ft., height 12 ft. 6 in., length of vehicle to 35 ft. and gross weight of any combination to 45,000 lb.

S.95 would eliminate necessity for motor carriers to file monthly reports with Public Service Commission.

NEW HAMPSHIRE

H.208 would increase gross weight of two axle vehicles from 28,000 to 30,000 lb.

S.5 would provide $25 fine for failure to dim headlights and authorizes motor vehicle commissioner to suspend licenses for 10 days. (Passed Senate.)

NEW JERSEY

Senate bill providing for 4-lane military highway near Bordentown to Fort Dix, was unanimously approved by House.

H.305 would increase age for driver's license from 17 to 21 years.

NEW MEXICO

H.95 would raise gas tax from 5c. to 6c. and increase diesel tax from 5c. to 10c.

H.226 would amend size and weight restrictions in accordance with recommendations of 11 Western states.

H.228 would authorize counties to collect 1c. gas tax outside cities.

NEW YORK

H.1218 and S.933 would require driver's license examination to include test on operating ability at night.

H.1219 and S.935 would require operators to have physical examination at least once every three years.

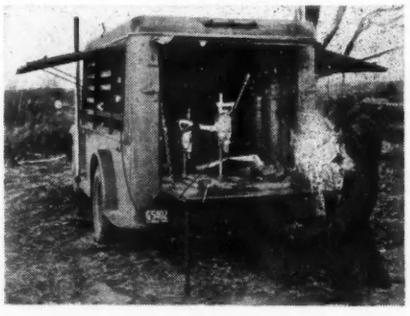
H.1356 and S.881 would authorize Public Service Commission to restrict use of highways to passenger cars on Sundays and holidays.

H.1592 and S.1297 would regulate transportation of inflammable liquids; prohibit registration of trucks, trailers, semi-trailers unless application accompanied by verified, detailed statement certifying compliance with regulations as to equipment and safety devices.

H.1898 and S.1578 would impose tax of 1/10 of 1 per cent on gross income within cities.

H.705 would require motor vehicles manufactured after Jan. 1, 1942, to have two reflectors on front of vehicle. Passed House.

(Turn to Page 172, Please)



Each year the International Harvester Co. sets out with a "combine caravan" to test the latest in farm equipment under varying conditions throughout the country. This year the caravan includes its own Electric Shop on Wheels replete with electric welding equipment, electric tools and floodlights, so that repairs may be made on the spot, at any time of day or night.

LEGISLATIVE LOOKOUT

(Continued from Page 170)

NORTH CAROLINA

H.91 would exempt private trucks from license fees of contract haulers while engaged in transportation solely on the national defense projects within a 30-mile radius.

S.91 would provide for semi-annual inspection at state operated inspection stations and at charge of not more than 50c.

S.158 would authorize Governor to name 7-man legislative commission to investigate public carriers and make recommendations to 1943 legislators.

S.212 would provide 18,000 lb. axle weight; removes 40,000 lb. weight limit.

H.564 would require trucks to use designated highways through municipalities.

H.445 would amend definition of motor fuel to include all fuel used to propel motor vehicles and levies 6c. tax on such fuel.

Legislature adjourned March 15.

NORTH DAKOTA

S.182 would provide commercial truck licenses ranging from $15 to $150.

H.174 would prohibit sale and use of regrooved tries on motor vehicles.

OKLAHOMA

H.233 would increase use tax from 2 per cent to 3 per cent.

H.340 would levy additional 1c. gas tax.

OREGON

SJR11 would provide that all motor fuel taxes shall be used exclusively for public highways.

S.319 would permit log haulers to exceed 54,000 lb. gross weight.

S.336 would designate ports of entry.

Legislature adjourned March 15.

PENNSYLVANIA

H.366 would fix speed limit of 65 m.p.h. on the Pennsylvania Turnpike for passenger cars and all others 15 miles more than allowed on state highways. Passed House.

H.690 would provide for registration of commercial vehicles according to gross weight instead of chassis weight; establishes 8 classes of registrations up to 40,000 lb.; classifies trailers and semi-trailers up to 36,000 lb.; increases gross weight limits of other vehicles and fixes maximum gross weight of 50,000 lb.

H.733 is anti-diversion constitutional amendments; permits loans from funds for periods not exceeding 8 months to be repaid within one month after beginning of fiscal year in which loan is made.

H.746 would provide 40-mile night speed limit.

H.798 would increase maximum gross weight of 4-wheeled vehicles from 26,000 to 30,000 lb.

H.813 would create state liability insurance fund from proceeds of operators' license fees for purpose of insuring all operators; creates state liability insurance board to administrate fund; requires payment of additional operator's license fee.

H.690 would change basis of classifications of trucks from chassis weight to gross weight and reduces slightly registration fees on two lightest classifications and increases fees on heavier classifications proportionate to increases of permissible weight. Increases axle weight from 18,000 to 22,400 lb., two-axle vehicles permitted gross weight up to 30,000 lb., three-axle vehicles to 40,000 lb., and semi-trailers to 50,000 lb.

RHODE ISLAND

H.647 would require labelling of retreaded, recapped or recut motor vehicle tires.

S.136 would re-define common and contract carriers to conform with Federal definitions.

SOUTH CAROLINA

H.76 and S.111 would impose 6c. tax on all fuel used in internal combustion engines.

H.372 would increase gas tax ½c.

(Turn to Page 174, Please)

LEGISLATIVE LOOKOUT

(Continued from Page 172)

TEXAS

H.387 would provide flat $5.00 fee for passenger cars.

H.390 would provide for a 20,000 lb. truck load limit for a period of two years.

H.19 amended to fix maximum gross weight limit at 35,000 lb. (Passed House.)

H.554 would provide $3 passenger car registration fee.

H.599 would require truck drivers to have 10 hours off duty after 16 on duty.

S.376 and S.380 would permit railroads to operate truck lines.

S.357 would prohibit operation of commercial trucks on Saturdays, Sundays and holidays.

S.381 would promote stringent regulations for trucking of inflammable liquids and explosives. (Details not available.)

UTAH

S.29 would permit non-resident private truckers to pass through state without purchasing license.

S.18 would impose 4c. tax on diesel fuel.

VERMONT

H.183 would require tank trucks delivering petroleum products to install a sales ticket device that will automatically print number of gallons delivered; ticket to be delivered to consumer with statement showing price per gallon.

H-184 would fix rigid requirements for transportation of inflammable liquids including construction requirements of vehicles.

H.205 would prohibit operation of motor carriers over 6000 lb. gross weight between 1:00 p.m. Saturday and midnight Sunday and between 9:00 a.m. and midnight on any legal holiday, from May 29 to second Sunday of September. Exempts vehicles carrying passengers, live stock, fresh milk and vegetables, ice cream, and newspapers.

H.252 would provide compulsory insurance system requiring $5/10,000 liability insurance.

H.240 would prohibit vehicles with two levels carrying other motor vehicles, or carrying vehicle, any part of which is more than 115 in. from ground.

WASHINGTON

S.196 would provide truck licenses from $2 for trucks from 2 to 3 tons to $250 if between 16 and 17 tons; no license authorized for capacity in excess of 17 tons.

H.380 would repeal licensing of caravaning of motor vehicles.

S.312 would impose tax of 5c. per gallon on diesel oil; requires all users to obtain permit and payment of tax monthly.

H.247 would provide excise tax on motor vehicles.

S.364 would require every truck, trailer or semi-trailer to be equipped with warning side lights.

H.559 would prohibit operation of trailers weighing more than 2000 lb. without load.

S.350 would prohibit trailers of more than 1500 without load.

Substitute H.339 would provide $10 fee for extension of truck permits.

S.173 would increase weight limit of 2 axle vehicles to 28,000 lb. Passed House.

Legislature adjourned March 15.

WISCONSIN

H.238 would prohibit sleeper cabs on trucks; sleeping quarters for drivers, if necessary, must be furnished at private home or hotel.

H.213 would permit quarterly payment of truck license fee in excess of $35.

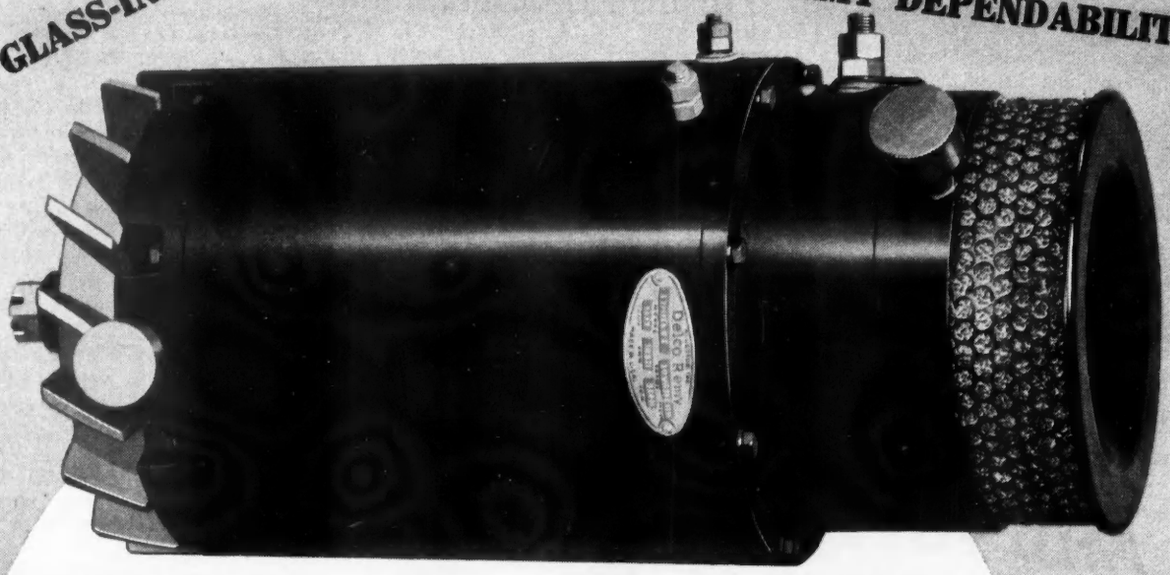
S.219 would reduce motor vehicle license fees 50 per cent.

WYOMING

Legislature adjourned Feb. 22.

A new branch office, serving part of Missouri, southern Illinois-Indiana and western Kentucky, has been opened by the Seiberling Rubber Company at 625 S. Sarah St., St. Louis, Mo. C. E. Hamilton is in charge.

120 AMPERES—12 VOLTS!
CONTINUOUS PEAK OUTPUT!
GLASS-INSULATED ARMATURE!
BUILT-IN AIR CLEANER!
SOLDERLESS ARMATURE CONNECTIONS!
DELCO-REMY DEPENDABILITY!



SPECIFY THIS DELCO-REMY *HIGHER-OUTPUT* GENERATOR

Here's the answer to today's requirements for more generator capacity to meet the electrical needs of modern motor coaches—the Delco-Remy 120-ampere, 12-volt generator.

This generator is designed for *continuous service at peak output*. Its armature is *glass-insulated*, and all armature circuits are continuous copper, with no soldered connections! It is kept cool for continuous peak performance by air drawn through a built-in air cleaner. It provides the latest and finest developments of the world's largest manufacturer of automotive electrical equipment.

Make sure that your new equipment is right in its capacity to take care of modern electrical needs. Avoid costly service interruptions caused by overloaded, smaller generators. Specify the Delco-Remy 120-ampere, 12-volt generator.

HEAVY-DUTY REGULATOR

The Delco-Remy five-unit heavy-duty Current and Voltage Regulator controls the 120-ampere current safely and dependably.

UNITED SERVICE MOTORS

Service parts for all Delco-Remy electrical units are sold and serviced through United Motors Service distributors and authorized electrical service stations located in all parts of the country. This wide availability of parts and service is an important factor to consider when you select your electrical equipment.

Delco-Remy

ANDERSON, INDIANA

World's Largest Manufacturer of Automotive Electrical Equipment

ICC SAFETY REGULATIONS

(For Part III, see page 30; for Part IV, see page 184)

PART 1

QUALIFICATIONS OF DRIVERS

INDEX TO PART 1

1.1. COMPLIANCE REQUIRED.—Every motor carrier shall comply with the following regulations, and shall instruct his or its employees and agents concerned with the transportation of persons or property by motor vehicle with respect thereto.

1.2 MINIMUM REQUIREMENTS.—No motor carrier shall drive, or require or permit any person to drive, any motor vehicle operated in interstate or foreign commerce, unless the person so driving possesses the following minimum qualifications:

1.21 MENTAL AND PHYSICAL CONDITION:

(a) No loss of foot, leg, hand or arm.

(b) No mental, nervous, organic, or functional disease, likely to interfere with safe driving.

(c) No loss of fingers, impairment of use of foot, leg, fingers, hand or arm, or other structural defect or limitation, likely to interfere with safe driving.

1.22 EYESIGHT.—Visual acuity (either without glasses or by correction with glasses of at least 20/40 (Snellen) in one eye, and 20/100 (Snellen) in the other eye; form field of not less than 45 degrees in all meridians from the point of fixation; ability to distinguish red, green, and yellow.

1.23 HEARING.—Adequate hearing.

1.24 LIQUOR, NARCOTICS, AND DRUGS.—Shall not be addicted to the use of narcotics or habit-forming drugs, or the excessive use of alcoholic beverages or liquors.

1.25 DRIVING EXPERIENCE. — Experience in driving some type of motor vehicle (including private automobiles) for not less than one year, including experience throughout the four seasons.

1.26 DRIVING SKILL. — Competency by reason of experience or training to operate safely the type of motor vehicle or motor vehicles which he drives.

1.27 KNOWLEDGE OF REGULATIONS. — Knowledge of rules and regulations issued by the Commission under the Motor Carrier Act, 1935, pertaining to the driving of motor vehicles.

1.28 AGE.—Shall not be less than 21 years of age. Provided, however, that a person between the ages of 18 and 21 may be permitted to drive a motor vehicle controlled and operated by any farmer and used in the transportation of his agricultural commodities and products thereof or in the transportation of supplies to his farm, if such vehicle does not exceed a gross weight, including the load, of 10,000 pounds.

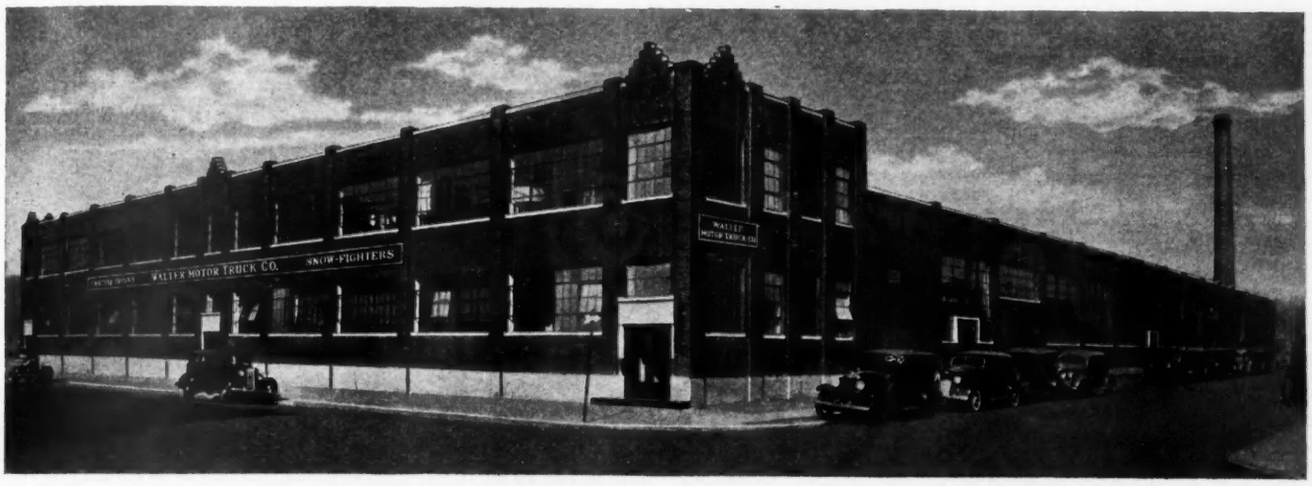
1.29 KNOWLEDGE OF ENGLISH.—Shall be able to read and speak the English language.

1.3 PHYSICAL EXAMINATION.

1.31 DOCTOR'S CERTIFICATE REQUIRED FOR NEW DRIVERS.—On and after January 1, 1940, every motor carrier shall have in his files a certificate of physical examination signed by a qualified doctor of medicine for every new driver entering the motor carrier's employment, attesting that the doctor has examined said driver and found him to meet satisfactorily the qualifications set forth in Rules 1.21 to 1.23, inclusive. Said certificate shall be filed with the motor carrier within ten days of the new driver's entering the motor carrier's employment. For the purposes of this rule, a new driver shall be deemed to be any driver applying for employment as a driver who is unable to furnish a certificate of physical examination showing that he has been examined and qualified as required by this rule within one year prior to the date of his application

(TURN TO PAGE 178, PLEASE)

WALTER SNOW FIGHTERS ARE MADE IN THE ONLY PLANT DEVOTED ENTIRELY TO —— FOUR WHEEL DRIVE ——



It took a quarter-century of specialization on four-wheel drive to produce the hard-hitting Walter Snow Fighter of today. During *all* of that time *all* of the attention of *all* of the personnel of this Company—management, engineering and manufacturing—has been concentrated on the task of producing the best possible type of four-wheel drive. Because of its amazingly superior performance we call it "Four-Point Positive Drive". Walter Snow Fighters are built in a modern plant of ample area to insure uncrowded straight-line production by skilled workmen. Only by uninterrupted manufacture of four-wheel drive units exclusively has it been possible to turn out a vehicle that will stand up under the punishment that the Walter takes as daily fare in the heavy snow regions. Send for literature.

Walter Snow Fighter with Offset V Plow and Right Wing.

Walter Tractor Truck with Center Scraper Blade.

WALTER MOTOR TRUCK CO.
1001-19 IRVING AVENUE, RIDGEWOOD, QUEENS, L. I., N. Y.

When writing to advertisers please mention Commercial Car Journal

ICC SAFETY REGULATIONS

(Continued from Page 176)

for employment. This requirement shall also apply to owner-drivers, who become such on and after January 1, 1940. Provided, however, that this rule shall not apply to the operation of motor vehicles controlled and operated by any farmer and used in the transportation of his agricultural commodities and products thereof, or in the transportation of supplies to his farm. (Effective date of above requirement Oct. 15, 1940, for private carriers or property).

1.32 CARRIER'S RIGHT TO REQUIRE ADDITIONAL EXAMINATIONS. — Nothing contained in Rule 1.31 shall be so construed as to prevent a motor carrier from requiring physical examinations of drivers in addition to those prescribed in that rule.

(TURN TO PAGE 180, PLEASE)

RECOMMENDED PRACTICES

(Not compulsory requirements)

The following form is recommended as a Standard Physical Examination form in connection with physical examination of drivers required under Rule 1.3:

RECOMMENDED STANDARD PHYSICAL EXAMINATION FORM

For Drivers of Interstate Busses and Trucks

(Note to Examining Physician): Read instructions before starting examination.

Be sure to record an answer to each question. When negative or positive so state

PERSONAL AND MEDICAL HISTORY

Name in full_____
Age last birthday_____ Color_____
Marital Status_____ S M W D
Address: Street_____ City_____ State_____
Usual occupation_____
Years experience as operator of commercial motor vehicles_____

History of past illnesses
(When positive *insert date*)

Tuberculosis	Hemorrhoids	Diabetes
Pleurisy	Syncope	Syphilis
Hemoptysis	High Blood	Gonorrhea
Peptic Ulcer	Pressure	Hematuria
Pneumonia	Epilepsy or Fits	
Dysentery	Paralysis	

History of hospitalization_____
Have you other illnesses, injuries, or operations_____

RECORD OF PHYSICAL FINDINGS

General Appearance and Development: Good_____
Fair_____ Poor_____
Height_____ Weight_____
Head:
Eyes: For distance {without glasses / with glasses if worn} Right 20/ Left 20/
Evidence of disease or injury: Right____ Left____
Color Vision (Lantern)_____
Ears: Hearing, 20 ft.: Right ear /20 Left ear /20
Disease or injury_____
Mouth_____ Throat_____
Thorax:
Heart_____
If organic disease is present, is it fully compensated?_____
Blood pressure (sitting): Systolic____ Diastolic____
Pulse: Before exercise____ After 2 min. rest____
Lungs_____
Abdomen:
Scars____ Abnormal masses____ Tenderness____
Hernia: Yes____ No____ If so, where?_____
Is truss worn?_____
Genito-Urinary:
Scars_____ Urethral Discharge_____
Reflexes:
Rhomberg_____
Pupillary_____ Light R._____ L._____
Accommodation: R._____ L._____
Knee Jerks:
Right: Normal____ Increased____ Absent____
Left: Normal____ Increased____ Absent____
Extremities:
Upper_____
Lower_____
Spine_____
Laboratory findings if tests are indicated:
Urine: Sp. Gr. _____ Alb. _____ Sug. _____
Other_____

(Date) (Examining Physician)

PHYSICIAN'S CERTIFICATE

This is to certify that I have this day examined _____ and find him

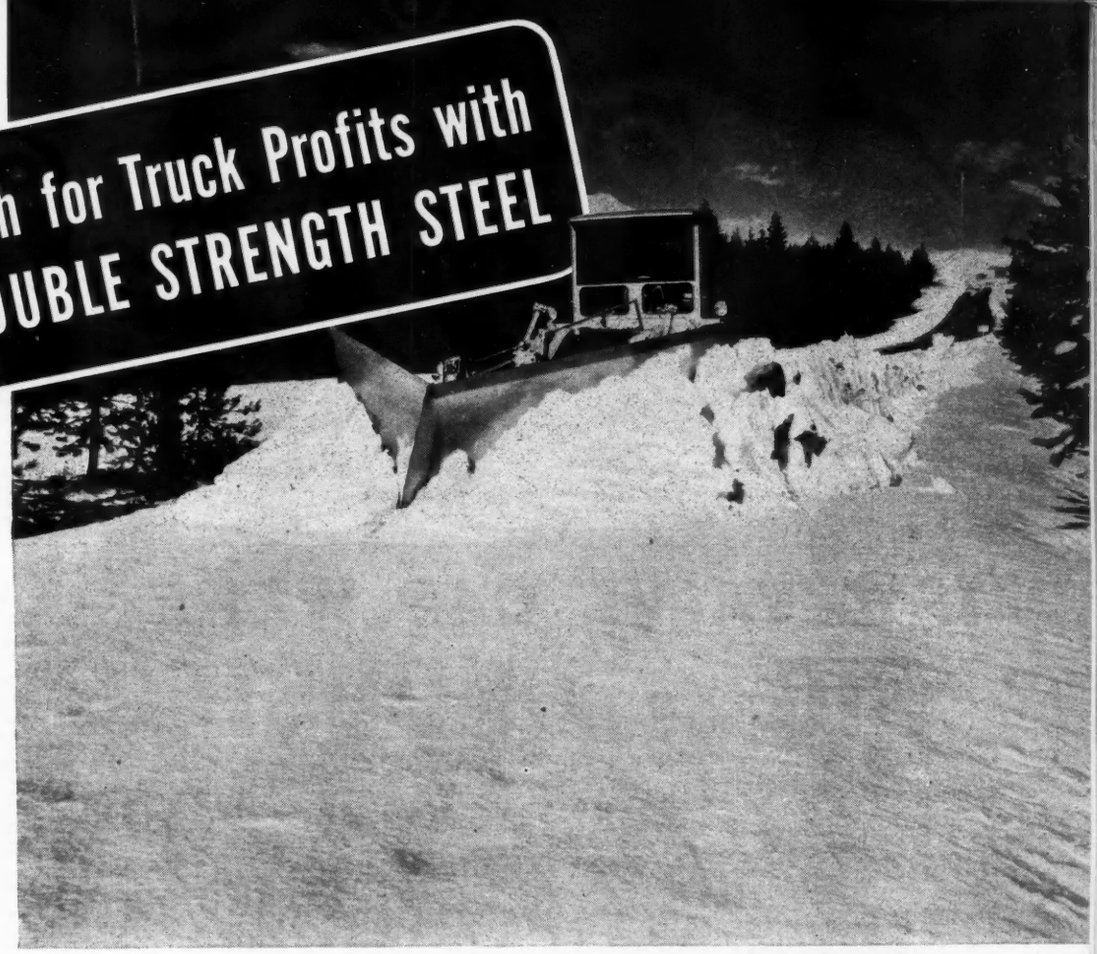
(physically fit)
(physically fit only when wearing glasses)
(physically unfit and disqualifying condition has been discussed with applicant)

to perform the usual duties incident to employment as a driver of commercial motor vehicles. This certificate is based upon information obtained in the making of a physical examination in accordance with the regulations of the Interstate Commerce Commission for the qualification of drivers and the standard form recommended for such examination. I have kept on file in my office this record of his examination.

Date____ Place____ Signed_____
(Examining physician)
Address_____
Driver's Signature_____

NOTE.—Motor carriers desiring to use the Recommended Standard Physical Examination Form and Physician's Certificate must obtain their own supplies of such forms. The forms should be reproduced in size considerably larger than here shown.

Clearing a Path for Truck Profits with REPUBLIC DOUBLE STRENGTH STEEL



IN THIS EMERGENCY

Paraphrasing an old operatic lyric—"A steelman's lot is not a happy one." When business is at low ebb, the struggle is to get enough tonnage to produce steel economically. When the tide of business swings to the other extreme, the big job we all have is to satisfy the customer who is unable to get all the steel he needs.

Believe me when I say that this is one time when the wheel that squeaks the loudest is not getting the grease. We are doing everything humanly possible to be helpful in this emergency and to be fair in the apportioning of our output—and to assist you further we are constantly setting new records in all our plants in our production of ***steel—first line of national defense.***

R. J. Wysor
PRESIDENT

Again, "Double Strength" does double duty. First, its excellent performance, even at sub-zero temperatures, makes it a "natural" for use in this highway snow plow. Second, its high tensile strength permits the use of lighter sections and reduced weight in the construction of trucks which must follow.

Heavy snows may be no longer with us this year but the benefits of easy fabrication, increased pay loads and increased profits are always yours—with Republic Double Strength Steels.

If you would like to read the interesting story of Republic Double Strength Steels and their advantages to truck and trailer users—ask for Booklet 353.

REPUBLIC STEEL CORPORATION

Alloy Steel Division, Massillon, Ohio; General Offices, Cleveland, Ohio

BERGER MANUFACTURING DIVISION • CULVERT DIVISION • NILES STEEL PRODUCTS DIVISION
STEEL AND TUBES DIVISION • UNION DRAWN STEEL DIVISION • TRUSCON STEEL COMPANY

REPUBLIC DOUBLE STRENGTH STEELS

SHEETS • STRIP • PLATES • BARS • BOLTS • NUTS • RIVETS

Weight-Saving • Stronger • More Corrosion-Resistant

ICC SAFETY REGULATIONS

(Continued from Page 178)

GENERAL INSTRUCTIONS FOR MAKING PHYSICAL EXAMINATION AND RECORDING FINDINGS

Be sure to record an answer to each question. When negative or positive so state

Medical History

The purpose of this physical examination is to detect the presence of physical defects of such a character and extent as to affect the applicant's ability to safely operate a motor vehicle. The examination should be made carefully and at least as complete as is indicated by the attached form. Defects may be recorded which do not, because of their character or degree, indicate that a certificate of physical fitness should be denied. The presence, however, of these defects should be discussed with the applicant and he should be encouraged to take the necessary steps to insure correction particularly of those which if neglected might lead to a condition likely to affect his ability to drive safely. Careful inquiry regarding past illness, the character and date of such illness, may reveal cause for defects found upon physical examination. Lack of knowledge concerning the etiology of certain defects may result in the rejection for employment. Such data also may indicate the need for making certain laboratory tests. Certain serological and laboratory tests will frequently be made by State Department of Health laboratories without charge.

General Appearance and Development.—Notice *serious* under or over weight; any posture defects; perceptible limp, anemia, tremor or other form of nervousness such as might be caused by chronic alcoholism, thyroid intoxication, or other illnesses. The rules of the Interstate Commerce Commission provide that no driver shall be addicted to the use of narcotics, or habit-forming drugs, or the excessive use of alcoholic beverages or liquors.

Height and weight.—Stripped to the waist with shoes and socks removed.

Head—Eyes.—The telebinocular, Snellen chart, and other approved tests may be used to measure visual acuity. It is desired, however, when other than the Snellen chart is used, that the results of such test be expressed in values comparable to the standard Snellen chart. If applicant wears glasses, these should be worn while applicant's visual acuity is being tested. Indicate on record by encircling appropriate phrase on form "without glasses" or "with glasses if worn." In recording distant vision use 20 feet as normal. Report all vision as a fraction with 20 as numerator and the smallest type read at 20 feet as denominator. Note ptosis, discharge, corneal scar, exophthalmos or strabismus uncorrected by glasses as determined by the simple cover test.

Ears.—Note evidence of mastoid or middle ear disease; discharge. In recording hearing record 20 feet as normal distance for conversational voice and record deviation from normal as fraction with 20 feet as denominator and actual distance as numerator.

Mouth.—Note evidence of infection, pyorrhea.

Throat.—Note evidence of disease, enlarged or infected tonsils.

Thorax—Heart.—Stethoscopic examination is required. Note murmurs and arhythmia.

Blood pressure.—May be recorded with either spring or mercury column type of sphygmanometer.

Pulse.—Normal pulse taken after being seated at least 2 minutes then have applicant stand and placing one foot on the seat of an ordinary chair raise his body to an erect position 20 times in 30 seconds. Pulse rate should return to his normal after 2 minutes rest. Because of abnormal conditions, some applicants will be unable to do this. This test has been found helpful in ascertaining physical ability for work.

Lungs.—It is necessary that the ausculta-

(Turn to Page 182, Please)

Warner

ELECTRIC BRAKES

DESIGNED EXPRESSLY FOR TRAILING EQUIPMENT

For
Complete Information
Write

WARNER ELECTRIC BRAKE MFG. CO.
BELOIT, WISCONSIN

ICC SAFETY REGULATIONS

(Continued from Page 180)

tory cough be used. Tuberculosis, if suspected state whether active or arrested, and if arrested, your opinion as to how long it has been quiescent. Sputum to be examined for tubercle bacilli in all suspected cases. Sample may be sent to the State Health Department.

Abdomen — Scars. — If present state whether recent and if abnormally tender or if there is any evidence of hernia at the site of scar.

Abnormal masses. — If present note tenderness and whether or not individual knows how long they have been present.

Tenderness. — When noted state where most pronounced and cause suspected.

Hernia.—Note whether no hernia, but impulse on coughing; no hernia or impulse, but abnormally large rings. Any hernia should be noted, and if present state whether it is retained by well-fitted truss.

Genito—Urinary. — When scars or urethral discharge are present indicate patient's reason for same and when indicated submit smear of discharge to laboratory for examination.

Reflexes.—If positive Rhomberg is reported, indicate degree. Pupillary reflexes should be reported for both light and accommodation. Knee jerks are to be reported absent only when not obtainable upon reinforcement and increased when foot is actually lifted from the floor following light blown upon the patella; otherwise as normal.

Extremities—Upper.—Note deformities and limitation of motion.

Lower. — Note deformities, limitation of motion; varicose veins. In case of hand deformities not particularly whether or not sufficient grip is present to enable driver to secure a grip on the wheel. Show chronic ulcers. Note any atrophy or paralysis.

Spine.—Note deformities and limitation of motion. Be sure to record loss of foot, leg, fingers, hand or arm, or impairment of use thereof, or other structural defect or limitation, likely to interfere with safe driving.

Laboratory findings.—Urine analysis is indicated whenever systolic blood pressure is over 150 and diastolic over 100 and such other times as medical history or findings upon physical examination may indicate that they are necessary. A serological test should always be taken in case of those giving positive history of leutic infection or present physical findings presenting possibility of latent syphilis.

Upon completion of the examination, physician should always date and sign his record of the same.

(FOR PART V, SEE PAGE 184)

Livestock Record

Livestock shipments arriving by truck at the Chicago yards during 1940 set a new volume record 23 per cent above the previous high. The average haul was 120 miles, and shipments were received from 17 states.

Eight hundred posters like this one have made their appearance at Esso bulk plants throughout Eastern states

BACKBONE ... OF A BIG DAY'S WORK!

A 1941 FORD TRUCK does a big day's work because it:

★ Is *built* for hard work from the *inside out.*

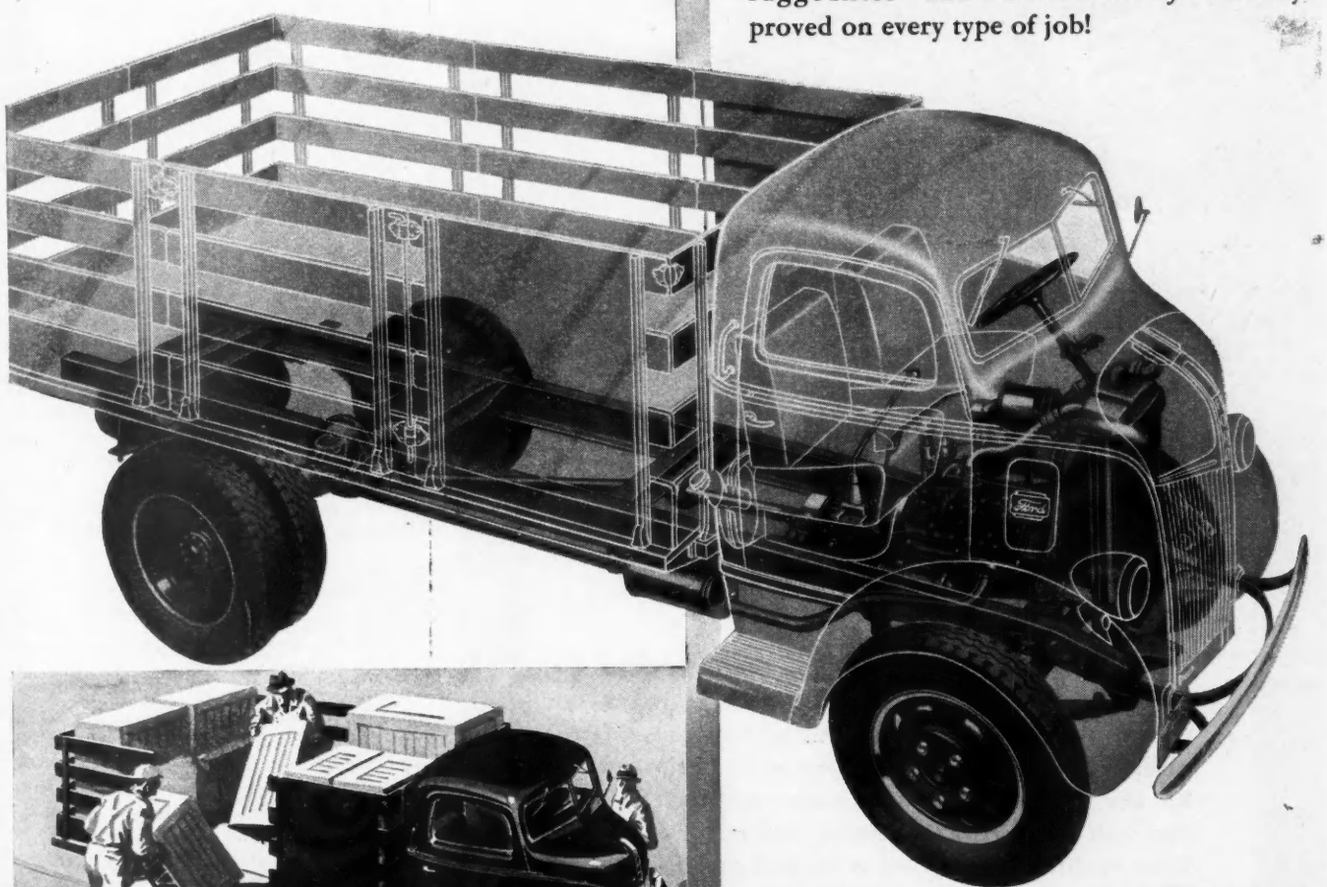
★ Has more horsepower (95) than any other low-priced truck—delivers high torque over a wide range of road speeds.

★ Has the strongest chassis ever built by the Ford Motor Company, America's most experienced truck manufacturer.

★ Has *extra* big brakes, *over*size clutch, *extra* heavy springs and the *biggest* spindles and bearings in front wheels of any comparable truck.

These and other features *insure extra strength where extra strength counts!*

Make a searching "on-your-job" test of Ford ruggedness—and FORD *economy*—already proved on every type of job!



FORD CAB-OVER-ENGINE TRUCKS *maneuver easily in traffic and crowded loading spaces and alleys. Wheelbases of 101", 134", and 158" accommodate standard and special bodies . . . give large payload space with short over-all length.*

FORD TRUCKS and COMMERCIAL CARS Ford

ICC SAFETY REGULATIONS

(Continued from Page 182)

PART 5—HOURS OF SERVICE OF DRIVERS

Rule 1

As used in these regulations:

(*a*) The term "motor vehicle" means any vehicle, machine, tractor, trailer, or semitrailer propelled or drawn by mechanical power and used upon the highways in the transportation of passengers or property, or any combination thereof determined by the Commission, but does not include any vehicle, locomotive, or car operated exclusively on a rail or rails.

(*b*) The term "driver" means any individual who drives in transportation in interstate or foreign commerce any motor vehicle as defined in paragraph (a) above.

(*c*) A driver is on duty from the time he begins to work or is required to be in readiness to work until the time he is relieved from work and all responsibility for performing work. Time spent by a driver resting or sleeping in a berth as defined in paragraph (*g*) of this rule shall not be included in computing time on duty.

(*d*) The term "drive or operate" includes all time spent on a moving vehicle and any interval not in excess of 10 minutes in which a driver is on duty but not on a moving vehicle. For the purpose of computing an interval in excess of 10 minutes, all stops made in any one village, town or city may be computed as one if the driver has not driven or operated the motor vehicle more than 10 miles in such village, town, or city. The term "drive or operate" does not include time spent resting or sleeping in a berth as defined in paragraph (*g*) of this rule.

(*e*) The term "week" means any period of 168 consecutive hours beginning at the time the driver reports for duty, as defined in paragraph (*c*) of this rule.

(*f*) The term "24 consecutive hours" means any such period starting at the time the driver reports for duty, as defined in paragraph (*c*) of this rule.

(*g*) The term "berth" means a berth or bunk on the motor vehicle which is properly equipped for the purpose of sleeping, including springs and a mattress, or an inner-spring mattress, pillow, adequate bed clothing, adequate ventilation, and ready means of entering and leaving the berth.

(*h*) Where any other terms used in these regulations are defined in section 203 (a) of the Motor Carrier Act, 1935, such definitions shall be controlling. Where terms are used in the regulations which are neither defined herein nor in said section 203 (a), they shall have the ordinary practical meaning of such terms.

Rule 2

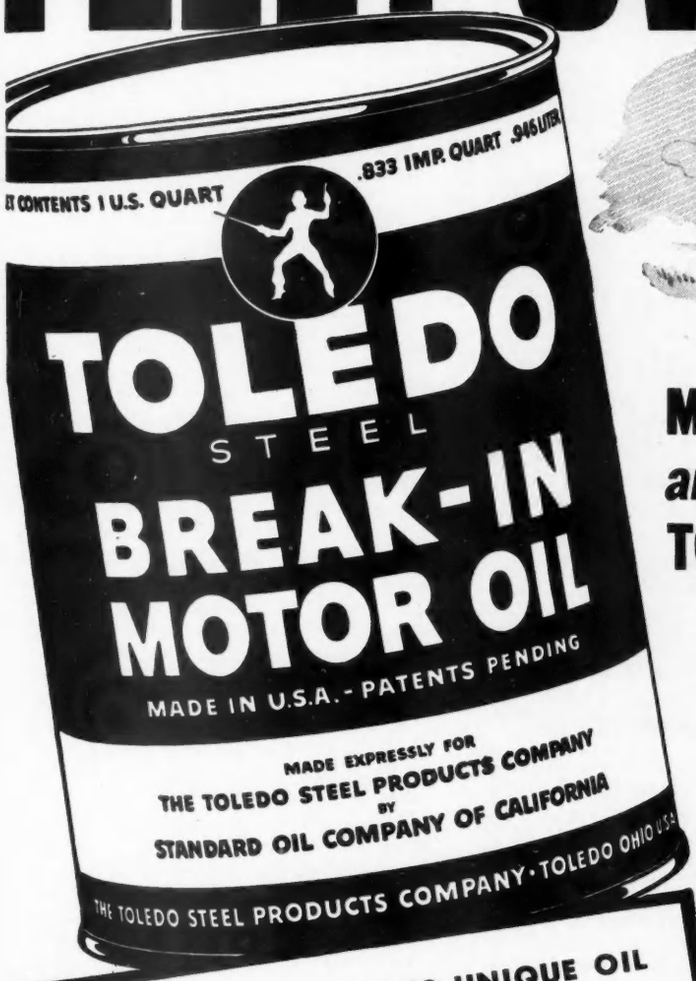
Every motor carrier and his or its officers, agents, employes, and representatives shall comply with the following regulations, and every such motor carrier shall require that his or its officers, agents, employes, and representatives shall be conversant with these regulations.

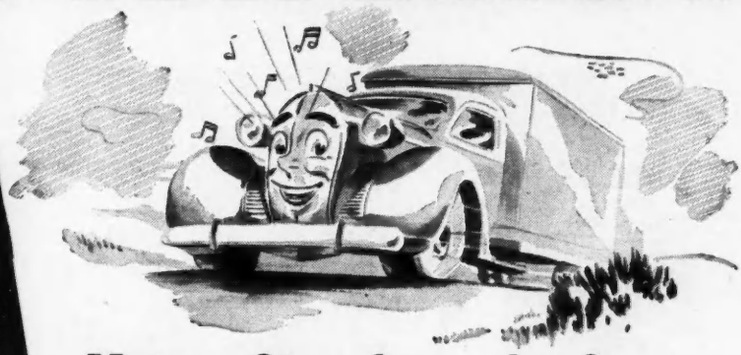
Rule 3

(*a*) No carrier subject to these regulations shall permit or require any driver in his employ to remain on duty, as defined in paragraph (*c*) of rule 1, for a total of more than 60 hours in any week, as defined in paragraph (*e*) of rule 1; provided, however, that carriers operating vehicles on every day of the week may permit drivers in their employ to remain on duty for a total of not more than 70 hours in any period of 192 consecutive hours. Provided, further, however, that this rule shall not apply with respect to drivers of motor vehicles engaged solely in making deliveries for retail stores during the period from December 10 to December 25, both inclusive, of each year. Also provided, that this rule shall not apply with respect to drivers of motor vehicles controlled and operated by any farmer and used in the transportation of his agricultural commodities and products thereof, or in the transportation of supplies to his farm; nor shall it apply with respect to

(Turn to Page 186, Please)

GOOD NEWS FOR FLEET OWNERS!





Motors *Sing from the Start — and for Keeps* — with Amazing TOLEDO BREAK-IN MOTOR OIL!

MOST engine trouble is caused by improper lubrication during the break-in period. Year in and year out, the life of any new or rebuilt motor depends upon its care during this period.

The fact that modern engines new and rebuilt are fitted to such close tolerances makes it essential that they be broken in properly in order to insure long life and efficient operation. For that reason, the Standard Oil Company of California, one of the leaders in engine lubrication development, was commissioned to develop a vastly superior break-in motor oil for us.

Toledo Break-In Motor Oil is the finest on the market! It is not an additive, but a complete fill—to safeguard your engines from the day you buy them, and after every overhaul.

This initial precaution pays big dividends throughout the entire life of your motor—in lower maintenance, lower operating costs—and gives you a sweeter-running engine, mile after mile!

WINS EVERY TEST! Research on Toledo Break-In Motor Oil took many years. Road testing consumed almost a million miles, Dynamometer testing almost 12,000 hours. For the essentials of perfect break-in, Toledo wins every test! See your Toledo representative about this amazing new oil, or write Toledo Steel Products Co., Toledo, Ohio.

6 REASONS WHY THIS UNIQUE OIL SAVES YOU MONEY!

- Prevents Ring Freezing!
- Prevents Welding!
- Prevents Scoring!
- Polishes as It Lubricates!
- Prevents Engine Varnish!
- Non-Corrosive!

Available in 1-quart, 5-gallon, 15-gallon and 54-gallon sealed containers

Write for Facts NOW!

TOLEDO BREAK-IN MOTOR OIL

ICC SAFETY REGULATIONS

(Continued from Page 184)

driver-salesmen employed by private carriers of property who devote more than 50 per cent of their time to selling and less than 50 per cent to such work as driving, loading, unloading, and the like.

(*b*) Except under conditions set forth in rule 6 (*a*) and (*b*) hereof, no carrier subject to these regulations shall permit or require a driver in his employ to drive or operate for more than 10 hours in the aggregate in any period of 24 consecutive hours, unless such driver be off duty for 8 consecutive hours during or immediately following the 10 hours aggregate driving and within said period of 24 consecutive hours; provided, however, that two periods of resting or sleeping in a berth, as defined in paragraph (*g*) of rule 1, may be cumulated to give the aforesaid total of 8 hours off duty.

Provided, however, that no driver of a motor vehicle controlled and operated by any farmer and used in the transportation of his agricultural commodities and products thereof, or in the transportation of supplies to his farm, shall be permitted or required to drive such motor vehicle for more than an aggregate of 50 hours in any week, as defined in paragraph (*e*) of rule 1 of said regulations; provided further, however, that no driver-salesman employed by a private carrier of property who devotes more than 50 per cent of his time to selling and less than 50 per cent to such work as driving, loading, unloading, and the like, shall be permitted or required to drive or operate a motor vehicle for more than an aggregate of 50 hours in any week as defined in paragraph (*e*) of rule 1 of said regulations.

Rule 4

No carrier subject to these regulations if himself a driver shall remain on duty or drive for longer periods than those prescribed in rule 3 hereof for employed drivers.

Rule 5

(*a*) Each carrier subject to these regulations shall require that a driver's log in duplicate shall be kept by every driver in his employ who operates a motor vehicle engaged in transportation in interstate or foreign commerce, and, if himself an owner-driver, shall keep such a log. Entries in said driver's log shall be made by the driver, and shall show the place of origin and destination of the trip, the times of reporting for duty and ot going off duty, the periods of driving or operating and other work, and any other information found desirable; provided, however, that the foregoing provisions of this rule shall not apply to drivers engaged in the transportation of passengers or property in interstate or foreign commerce wholly within a municipality or between contiguous municipalities or within a zone adjacent to and commercially a part of any such municipality or municipalities; and provided further, however, that the foregoing provisions of this rule shall not apply to any driver engaged in the transportation of passengers in interstate or foreign commerce while on a regular schedule over a regular route, mainly in urban and suburban areas, and when such regular route is not longer than 35 miles from the garage or terminal to the point or place where the motor vehicle starts on its return trip; provided further, however, that the second proviso hereof shall apply only to drivers employed by carriers who maintain records which show the total number of hours of driving per day, the total number of hours on duty per day, and the total number of hours on duty per week of each such driver.

Provided further, however, that this rule shall not apply with respect to drivers of farm trucks or to drivers of motor vehicles of private carriers of property commonly called work trucks or work cars which are especially designed or equipped for use and are used solely in the construction or maintenance of their plants and equipment.

(*b*) Each carrier shall make monthly reports to the Bureau of Motor Carriers, Interstate Commerce Commission, Washington, D. C., prior to the fifteenth day of each succeeding month, of every instance

(Turn to Page 188, Please)

6-WHEELERS offer the same safety and economy *all over the map*

State laws cannot change a mechanical principle. Superior safety and low-cost operating features are fundamental in the very design of Six-Wheel Trucks and are, therefore, the same in California as in Maine. Lawmakers in most states fully recognize the fact that this type of vehicle is a definite step forward in haulage units and have shaped fair and undiscriminatory laws accordingly. Still, it must be admitted that there remain a few states whose legislators have not yet accepted the fact that six-wheelers have earned the right to a gross weight parity with tractor semi-trailers. Responsible fleet owners, concerned with the safety of the public as well as with haulage costs, will do well to put the truth about six-wheelers before their representatives. Insurance statistics and operating cost sheets provide a most convincing case.

THE TRUCKTOR CORPORATION
156 WILSON AVENUE . . . . . NEWARK, N. J.

Trucktor

ICC SAFETY REGULATIONS

(Continued from Page 186)

where a driver has been required or permitted to be on duty or to drive or operate for hours in excess of those prescribed by these regulations, and shall fully explain the reasons for and circumstances surrounding such violations. Such reports shall be in writing and sworn to. (This section not applicable to any private carrier of property!)

Rule 6

(*a*) In case of snow, sleet, fog, or other adverse weather conditions, or in case the highways are covered with snow or ice, or presence of unusual adverse road and traffic conditions, a driver may be permitted and required to drive or operate a motor vehicle for not more than 12 hours in the aggregate in any period of 24 consecutive hours in order to complete his run, without being off duty for a period of 8 consecutive hours as provided by rule 3, and this longer period of driving is permitted even though conditions named herein are known to the employer before the trip is begun.

(*b*) If a driver is permitted or required under the provisions of subdivision (*a*) of this rule to drive in excess of 10 hours in the aggregate in any 24-hour period without being off duty for a period of 8 consecutive hours during or immediately following the period of 10 hours driving and within said period of 24 consecutive hours, a report must be made immediately to the Commission, addressed to the district office of the Bureau of Motor Carriers of the district in which the carrier's headquarters is located, and such report shall contain a full and correct statement of the conditions which necessitated the longer period of driving. (This section not applicable to any private carrier of property!)

(*c*) In case of any emergency a driver may complete his run without being in violation of the provisions of these regulations, if such run could reasonably have been completed without such violation.

Rule 7

These regulations shall not apply to any carrier subject thereto when transporting passengers or property to or from any section of the country with the object of providing relief in case of earthquake, flood, fire, famine, drought, epidemic, pestilence, or other calamitous visitation or disaster.

Offices of ICC District Directors

THE OFFICES OF THE DISTRICT DIRECTORS, BUREAU OF MOTOR CARRIERS, INTERSTATE COMMERCE COMMISSION, ARE AS FOLLOWS:

District No. 1 (Maine, Massachusetts, New Hampshire, Rhode Island, Vermont)—North Station Industrial Bldg., Inc., 150 Causeway St., Boston, Mass.

District No. 2 (Connecticut, New Jersey, New York)—641 Washington Street, New York, N. Y.

District No. 3 (Delaware, District of Columbia, Maryland; and the counties of Pennsylvania east of east county line of McKean, Cameron, Clearfield, Blair and Bedford)—Gimbel Bldg., 9th & Chestnut Sts., Philadelphia, Pa.

District No. 4 (Ohio; West Virginia; and the counties of Pennsylvania west of east county line of McKean, Cameron, Clearfield, Blair and Bedford)—311 Old Post Office Bldg., Columbus, Ohio.

District No. 5 (North Carolina, South Carolina, Virginia)—240 Post Office Bldg., Charlotte, N. C.

District No. 6 (Alabama, Florida, Georgia)—Standard Bldg., Atlanta, Ga.

District No. 7 (Kentucky, Mississippi, Tennessee)—222 U. S. Courthouse, Nashville, Tenn.

District No. 8 (Illinois, Indiana, Michigan)—826 U. S. Courthouse, Chicago, Ill.

District No. 9 (Minnesota, North Dakota, South Dakota, Wisconsin)—107 Federal Office Bldg., Washington and Third Ave. South, Minneapolis, Minn.

District No. 10 (Iowa, Kansas, Missouri, Nebraska)—Carbide & Carbon Bldg., 912 Baltimore Ave., Kansas City, Mo.

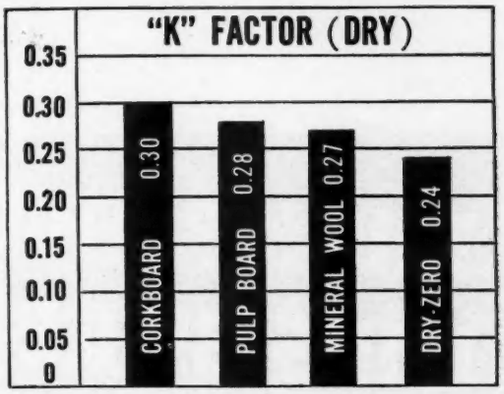
District No. 11 (Arkansas, Louisiana, Oklahoma)—906 Wallace Bldg., 105 Main St., Little Rock, Ark.

(TURN TO PAGE 190, PLEASE)

"LOOK FOR ALL THREE" in your Truck Insulation

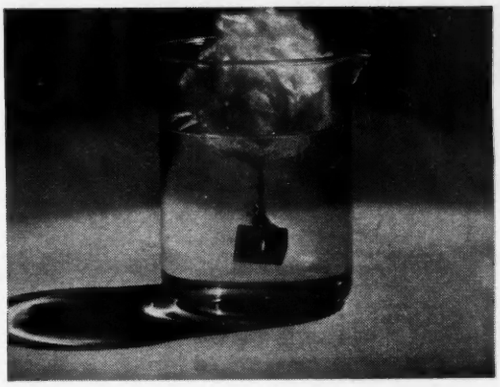
1 High Thermal Efficiency means LOWER REFRIGERATION COSTS

You can keep your truck refrigerating costs low by using Dry-Zero Insulation—established under test as the most efficient commercial insulant known. It has a "*k*" factor of 0.24 (as determined by impartial authorities). Dry-Zero Insulation is made of Java-grown Ceiba fibres whose resistance to heat penetration is extremely high. What's more, the heat-stopping efficiency of these fibres is further increased by a patented scientific process of "graining," which places the fibres *across* the line of heat flow.



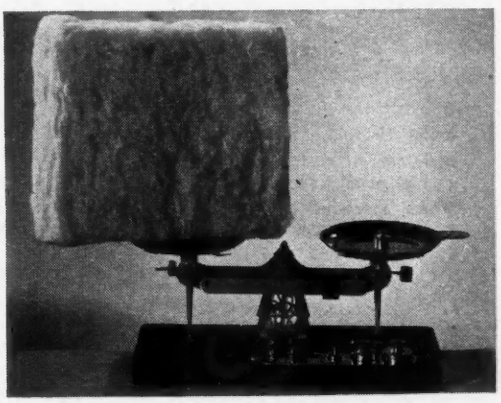
2 Moisture Repellence means LONGER USEFUL LIFE

Only an insulation that remains dry for its entire life will effectively retard the entrance of heat into your truck body. And that's just what Dry-Zero Insulation can do. It is by nature water repellent (non-hygroscopic) and sheds water like a duck. It will neither absorb moisture nor draw and hold it by capillary attraction. Properly installed, Dry-Zero Insulation retains its heat-stopping efficiency for the life of one body after another, and, in addition, it will not "settle," disintegrate, rot, or absorb odors of any kind.



3 Light Weight means LOWER TRUCKING COSTS

To carry the greatest possible payload and thereby reduce trucking costs, you must choose a lightweight insulation. Truck body insulants vary a great deal in weight, not only when new but after a few months of service. Some are naturally heavy. Others put on weight by absorbing moisture. In the new Bound-Batt form, Dry-Zero Insulation weighs only 1½ ounces per board foot, which is one-seventh as much as commercial corkboard. Furthermore, as Dry-Zero Insulation does not absorb moisture, it will remain as light in weight as the day it was installed, even after years of service.



You'll want to know more about Dry-Zero Insulation and how it can help you save money. A new folder, just prepared, is yours for the asking. Merely write, Dry-Zero Corporation, 222 North Bank Drive, Chicago; or, 60 East 42nd Street, New York.

3 OUT OF EVERY 4 INSULATED TRUCKS USE

DRY·ZERO INSULATION

(Continued from Page 188)

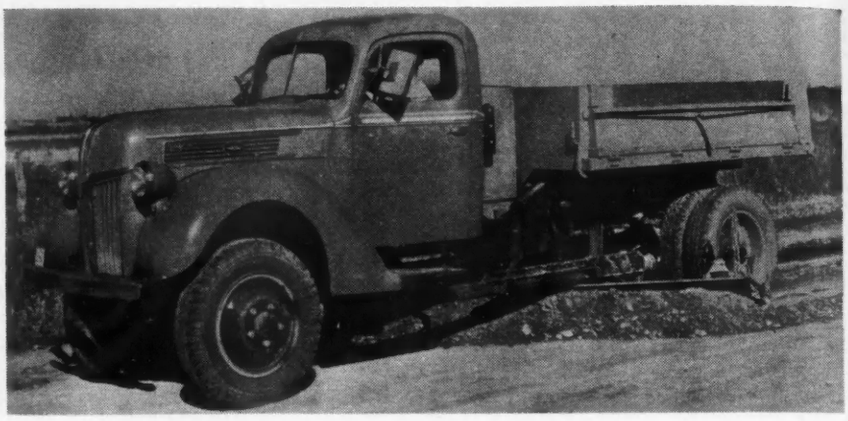
District No. 12 (Texas)—1109 Electric Bldg., W. 7th & Lamar Sts., Fort Worth, Texas.

District No. 13 (Colorado, New Mexico, Wyoming)—900 U. S. National Bank Bldg., Denver, Colo.

District No. 14 (Idaho, Montana, Utah)—430 Continental Bank Bldg., 200 South Main St., Salt Lake City, Utah.

District No. 15 (Oregon, Washington)—323 Pittock Block, Portland, Ore.

District No. 16 (Arizona, California, Nevada)—114 U. S. Customs Bldg, San Francisco, Calif.



The superior traction of all-wheel drive construction, Marmon-Herrington engineers point out, allows users to get the spring road work underway extra early—especially after the same equipment has winter snows out of the way

Raybestos Brake Service Guide

The third edition of the Raybestos Brake Service Guide, published by the Raybestos Division, Bridgeport, Conn., has been given increased importance by the inclusion of a new heavy-duty section. This section presents detailed diagrams and adjustment and maintenance information for all truck and bus brakes and braking systems, including booster and air installations. All this is in addition to similar material covering the latest passenger car brakes.

The Guide includes handy trouble shooting chart and a quick reference index of makes and models of trucks, buses and cars. Available through Raybestos dealers at 25 cents.

Railway Express Orders 2667 Vehicles

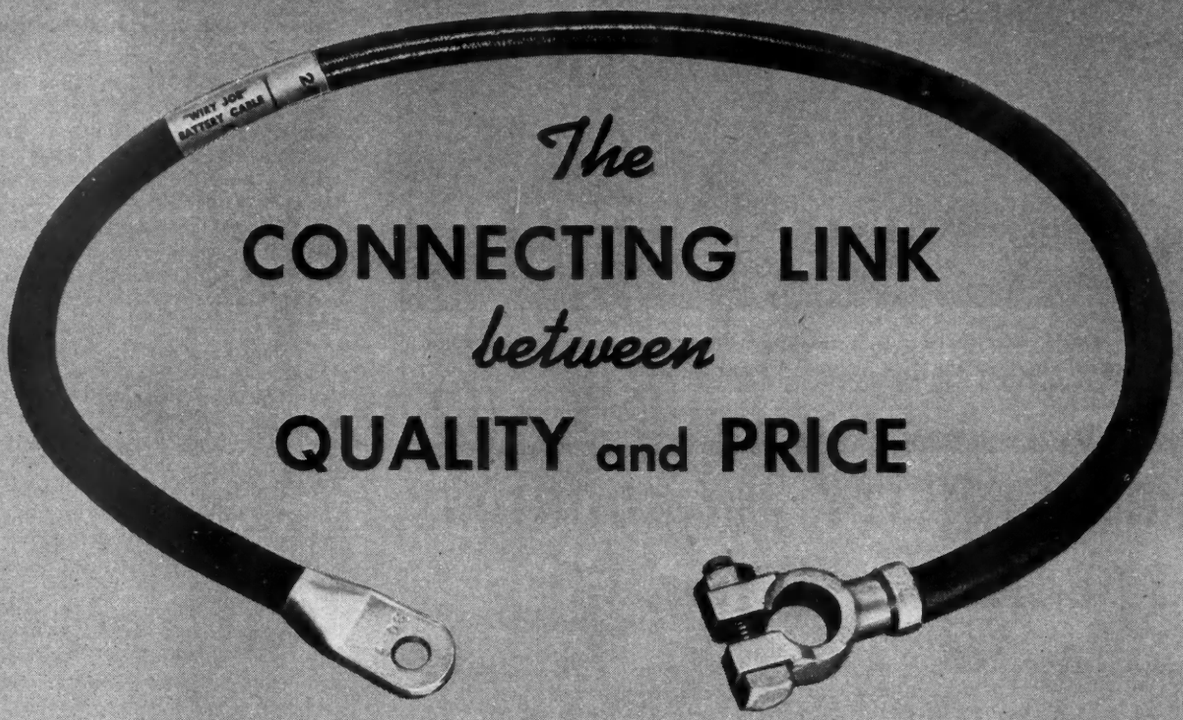
Expenditures totaling over $4,000,000 for new automotive equipment have been authorized by the Railway Express Agency for a broad program of replacement and addition to the company's automotive facilities. Orders have been placed for 2667 trucks, tractors and trailers of specified design and capacities. Truck chassis and integral bodies are being built by separate manufacturers as the latter are of special design and all-steel construction.

George R. Meyercord

George R. Meyercord, age 65, Chicago, chairman and former president of Haskelite Mfg. Co., and member of the advisory board of the Illinois Manufacturers Association, died Feb. 22 in a New York City hospital. He organized the Meyercord Co., makers of decalcomania transfers in 1894, and the Vitrolite Co., and was president of the American Manufacturers Foreign Credit Underwriters and American Tariff League.

Eberhard Hardware Bulletin

The Eberhard Manufacturing Co., 2734 Tennyson Rd., Cleveland, Ohio, has issued a new bulletin, No. 135, which illustrates and describes several new items in the company's line of truck body hardware. The bulletin supplements the regular catalog.



The CONNECTING LINK *between* QUALITY and PRICE

Wiry Joe BATTERY CABLES

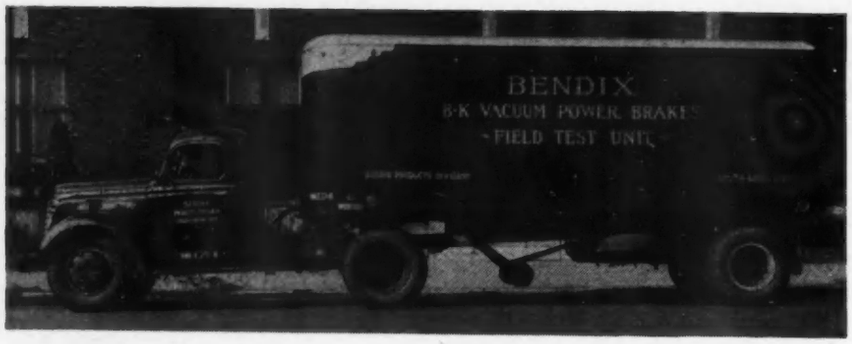
MADE TO TOP QUALITY STANDARDS . . . AND PRICED FOR GENUINE ECONOMY

You don't often find a top quality line at real money-saving prices. But that's what you get in Wiry Joe.

Every Wiry Joe Battery Cable has a full-gauge copper core with rugged, heavy-duty insulation . . . plus heavy terminals that prevent "bottle-necks" in the flow of current. Every item in the complete Wiry Joe line of automotive wiring has proved in actual fleet service that it delivers top-notch performance.

And as to price . . . Wiry Joe is produced by the biggest independent company in the industry, with direct control of manufacturing processes from start to finish. Result: a price schedule that brings substantial buying economies . . . and built-in quality that means more miles of service.

Wiry Joe AUTOMOTIVE WIRING
PRODUCED BY THE
DOSTAM METHOD
BY THE
CRESCENT CO. - Pawtucket, R. I., U. S. A. - Montreal, Canada



This tractor-trailer combination is a traveling laboratory from which Bendix engineers obtain much of the data on new designs of braking units

Mechanics, Loaders, Helpers Now Under ICC Jurisdiction

The Interstate Commerce Commission has placed mechanics, loaders and drivers helpers of all motor carriers engaged in Interstate Commerce under its jurisdiction and thus automatically released this class of workers from the provisions of the Fair Labor Standards Act.

In deciding the long-debated questions of just what employees "effected safety of operation," the Commission divided motor carrier workers into these five classifications: (1) Mechanics and other garage workers; (2) loaders; (3) dispatchers; (4) drivers, and (5) drivers helpers. Of these classifications it already had jurisdiction over drivers and has now added mechanics (excluding painters, washers and other garage helpers who never perform actual repair work) loaders and drivers as at least indirectly effecting safety and thus subject to its jurisdiction.

The reasoning which the Commission has published is both informative and indicative of the thinking of its members.

Rejecting claims that it should assume jurisdiction over employees who devote "a few minutes a day" to clerical work which indirectly affects safety as "too broad," the Commission concluded its power was limited to employees "who devote a substantial part of their time to activities which directly affect safety of operation."

"Mechanics are required, for example," the Commission said, "to keep the lights and brakes in such condition. They perform many other duties, of course, but these are sufficient to show clearly that the duties of these employees do effect safety of operation directly, as it is obvious that a large motor vehicle without the required lights or adequate brakes is a potential hazard to highway safety. All witnesses testifying at the hearing agreed that the work of mechanics has such a direct and intimate relation to safety of operation, and no conflicting evidence was submitted."

"The record likewise clearly shows that the carefully supervised work of skilled mechanics is a most important factor in the prevention of accidents, and therefore in the promotion of highway safety. It is also true that there are so many highway accidents that even a small percentage covers a large number.

"We further recognize that, while on the average mechanics may be responsible for less than one-half of one per cent of highway accidents, the experience of many carriers must necessarily vary from the average. At the hearing, the witnesses generally represented large and well-managed carriers. It may well be that many other carriers are not as careful in selecting qualified mechanics and supervising their work as these large carriers, thus creating conditions which menace highway safety materially.

"Our conclusion is that mechanics devote a large portion of their time to activities which directly affect the safety of operation of motor vehicles operated in interstate or foreign commerce, and hence that we have power to establish qualifications and maximum hours of service for such employees."

In assuming jurisdiction over loaders, the Commission stated that the evidence "makes it entirely clear" that a motor vehicle must be properly loaded to be safely operated on the highways.

"If more weight is placed on one side of the vehicle than on the other," the Commission observed, "there is a tendency to tip when rounding curves. If more weight is placed in the rear of the vehicle, the tendency is to raise the front wheels and make safe operation difficult. Further, it is necessary that the load be distributed properly over the axles of the motor vehicle."

"The great majority, if not all of the carriers whose operations are of sufficient size or character to justify the employment of loaders, handle freight of such weight that proper loading is necessary.

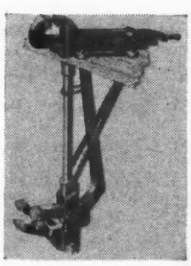
"We conclude that loaders devote a large part of their time to activities which directly affect the safety of operation of motor vehicles operated in interstate or foreign commerce, and hence that we have power to establish qualifications and maximum hours of service for such employees."

The Commision divided "helpers" into two classes—those who drive part of the time and help in loading and unloading, and those who ride on the vehicle with the driver but never drive. Those who drive part time, it stated, may be classed as "drivers" and obviously subject to ICC jurisdiction.

"Helpers who never drive also have a direct bearing on safety and, therefore, subject to the Commission's authority, the decision stated. In this respect, the Commission pointed out that such helpers assist in loading and unloading; flag the driver across railroad tracks; place flags and flares in case of berakdown, and perform other similar duties affecting safety.

"As the great majority of trucks are operated safely with only one man on the vehicle," the decision stated, "we can not say that the presence of a helper is required, nor do our safety regulations so provide. It is clear, however, that the duties performed by a helper aid materially in the safe operation of a motor vehicle, and that they devote substantially all of their time to such work.

Pedal-controlled Vise



An automatic vise and clamping tool utilizing foot control has been placed on the market by the Automatic Vise Sales Co., 2845 Sunset Place, Los Angeles. A free-sliding movable jaw is pushed against the work and then clamped and released by foot pedals. The main clamping pedal gives enough pressure for general work, while an auxiliary pedal provides extra pressure for special jobs. The tool can be set for repetitive work by means of a simple adjustment.

This Fruehauf-built trailer train hauls 27 cu. yd. of sand or gravel each trip from the yard to the hopper. Twelve yards are on the tandem semi-trailer and 15 are on the sixteen wheel rear trailer. The chassis is a White.

Vice-president Henry P. Weckerle of Amherst Dairy Farms presents safety buttons to 10 of his drivers. The drivers are, left to right, Harold Southard, Elmer Bull, Edward Mauer, Elmer Heyer, G. J. Weckerle, Jr., Syl Hanel, N. Van de Mark, Thomas Minto, Louis Puff, Henry Hanel and President G. J. Weckerle

Oil Company Head Scores Railroads

The unending attempt of the nation's railroads to obtain state legislation designed to impose "senseless restrictions on sizes, weighs and equipment" of motor vehicles was scored heavily by J. Howard Pew, president of the Sun Oil Co. in his annual statement to stockholders.

The problem of highway financing becomes more exasperating, Mr. Pew pointed out, "when we consider that while motorists and the oil industry are scandalously overtaxed for highways, powerful influences persistently work to prevent these highways rendering their full service to the public."

"The railroads continue to fight against highway transportation," he continued, "and persist in the charge that their financial difficulties are largely due to highway competition. Under all sorts of pretexts they press for legislation, Federal and state, to cripple, or outlaw use of highways, particularly by commercial vehicles.

"Managerial energies that ought to be devoted to improving and popularizing railroad service are expended, at enormous cost, in this fight against trucks, legislatures are cajoled into imposing senseless restrictions on sizes, weights and equipment of vehicles, limiting their rights on the road, and setting up state barriers against them.

"Figures are recklessly distorted to make the public believe that the special taxes of highway users do not meet the cost of the roads, and that, therefore, general tax funds subsidize the motorists' highways.

"This is a peculiarly mendacious misrepresentation, as was proved by Hon. Joseph B. Eastman, Federal Co-ordinator of Transportation, in his able and conclusive study of the subject. He demonstrated that the special taxes paid by commercial vehicles much more than compensates for their use of the roads.

"As a matter of fact, the railroads protested for many years that their less-than-carload traffic was handled at heavy loss. Yet that is the very traffic of which the trucks have in part relieved them.

"There have recently been some cheering evidences that the public is coming to realize the truth, and vigorous protests have been sounded against the railroad propaganda and against the erection of interstate barriers.

"The railroads, however, continue their campaign of misrepresentation; and lawmakers and public administrators continue strangely susceptible to their arguments.

"There is some reason to hope that this anti-highway crusade will lose a good deal of its effectiveness in the legislatures this winter because of the popular realization of how vitally important transportation is in the preparation of national defense."

Although its sales and operations are said to be proceeding at a record pace, the Spicer Manufacturing Co., Toledo, reports the continued ability to supply its non-defense products in accordance with demand.

A Tip on Keeping Brake Fluid Clean

In the January 1941 issue of COMMERCIAL CAR JOURNAL there appeared an article entitled "Brake Fluid Facts For Fleets." This article was a pretty complete discussion of brake fluid, what it should do and how to handle it.

Lewis R. Gwyn, Jr., engineer, Railway Express Agency, read the article and concluded that COMMERCIAL CAR JOURNAL had missed one bet. His point is well taken and COMMERCIAL CAR JOURNAL welcomes his contribution to the discussion. Writes Mr. Gwyn:

"The article does stress the importance of keeping the fluid clean but aside from the desirability of running a clean shop, it does not suggest any particular precaution to assure the result. We have found that with most hydraulic brake installations, dirt is introduced at the time fluid is replenished. The top of the master cylinder is usually covered with plenty of road dirt as is the cap. The natural thing for a mechanic to do when he is adding fluid is to unscrew the cap and put it down on the most convenient surface—usually the lower flange of the frame side rail some grit from the top of the master cylinder falls in the fill opening and more is added when the cap is put back. Of course, cap and master cylinder should be wiped off with a rag before this operation is done but this precaution is apt to be overlooked.

"We have found that the installation of a reservoir tank which can be located on the front side of the dash or inside the cab whichever works out conveniently with the particular model chassis involved, eliminates nearly all the trouble from this source. The filling operation is located at a clean and accessible point and there is no tendency or excuse to get any dirt in the system when replenishing the fluid. Aside from the obvious advantage of keeping the brake system clean and bringing the filling operation out where it is accessible, we find that the use of the reservoir tanks eliminates a great many brake bleeding operations. By keeping the master cylinder constantly filled and with a slight head of liquid, air is kept out of the system.

"Of course, the idea is not new. The earliest hydraulic brakes had reservoirs and when the box-type master cylinder came out, the reservoir was abandoned as superfluous. While it can be dispensed with we think it worth its small cost."

This "Tropical Topic from Tampa" with fitting Florida background took first prize in recent Diamond T picture contest. A Kelvinator refrigerating unit maintains minus 10 deg. temperature in the Lindsay structure body

Here's part of a fleet of 50 Dodge job-rated trucks recently delivered to the Pennsylvania State Department of Highways. They'll be used for snow-removal in winter and for construction and improvement jobs in other seasons.

Priorities Will Not Curtail Car Output

Although defense is the automobile industry's primary concern, priorities and shortages of materials do not predict an interruption in the production of vehicles, according to Paul G. Hoffman, president of The Studebaker Corp. Rather, they simply mean a new challenge to the ingenuity of the automotive engineer, Mr. Hoffman said last month, at a meeting of Studebaker distributors and dealers held in Chicago. Defense needs may alter, but not strangle, the nation's cars. Aluminum pistons may give way to cast iron, but they'll be excellent pistons. Radiator grilles may not be die cast, but they will be just as full of glitter. Body sections may be welded by a different process but they will be as strong, as sturdy, as sleek and streamlined. Mr. Hoffman said automotive engineers welcome the challenge as part of their contribution to the nation's defense.

"As long as we have steel, we'll have automobiles," said Mr. Hoffman. "Defense needs are going to make new demands, are going to make the engineers work harder. We'll have to make changes in designs, production machinery and the cars themselves. These things won't be simple to accomplish, but they are not too difficult. Engineers have been faced with similar 'crisis' for years; it's just a part of the job, an everyday problem that can be licked.

"We have heard, unofficially, that zinc priorities will be ordered. That might mean new radiator grilles, perhaps grilles made of steel. That wouldn't be a heartbreaking change; many engineers don't care for the garish grilles anyway. Moreover, they will make grilles of steel and chromium plate them. They would look just as bright. They might have to use plastics for interior hardware, steering wheel spokes and any number of things. Why not? Plastics are splendid materials and they look beautiful.

"Maybe the industry will have to change from tool steels based on tungsten to tool steels based on molybdenum. Okey, we can do it. We won't have any difficulties in the long run; just temporary problems. Magnesium priorities have been invoked, causing consternation among the uninitiated, but the use of magnesium in cars is relatively negligible. Engineers haven't lost any sleep over it.

"Engineers are trained by education and experience to take such problems in their daily work and solve them. The public does not need to worry about its future motoring. As long as we have steel, we'll have cars, and better ones, too."

Blankley District Manager

W. Houlton Blankley has been appointed district sales manager of the accessories division of Stewart-Warner Corp., according to an announcement made by George Zahn, accessories division manager. His duties will consist largely of supervising the national accessory servicing training schools conducted by the division, and aiding in the distribution of the industrial tachometer.

Gray Warns of Prohibitive Highway Tax Burdens

Highway costs may increase to the point where great numbers of highway users will be forced off the roads. The charge for using the highways of the nation may become so excessive that the average low-income citizen will be unable to own and operate a motor vehicle. This warning was sounded recently by Chester H. Gray, director, National Highway Users Conference, speaking in Columbus, Ohio, at the annual convention of the Ohio Petroleum Marketers Association.

"There is a genuine danger that highway costs may increase to this extent," declared Mr. Gray, "and if this undesirable development should occur, it would have calamitous effects all along the line of the industries and occupations which are related to highway transportation.

"At the present time many state legislatures are in session," said Mr. Gray. "In each of these legislative assemblies, efforts are being made to increase taxes, fees and charges which highway users must pay. Fortunately, great aggregations of highway user organizations are militantly opposing measures which will increase the cost of using the highways beyond their present too-high level, so far as the low-income citizen is concerned.

Kimble-Imperial Cooperate on New Battery Testers

Announcement has been made that two manufacturers, The Imperial Brass Mfg. Co. and the Kimble Glass Co., are cooperating to produce and distribute a new and finer line of battery hydrometers and anti-freeze testers to be known as Imperial "K" Testers.

Both companies have for years manufactured such testers independently and each concern will retain its own identity and their other products will not be affected by the collaboration. The first models of the new line are to be shown very shortly.

ATA Urges ICC to Deny Railway Express Carrier Rights

J. Ninian Beall, general counsel of the American Trucking Associations, Inc., has filed a petition with the ICC urging that body to refrain from granting the Railway Express Agency rights to perform motor carrier operations pending a thorough study of the issues involved.

The petition challenged the claims that

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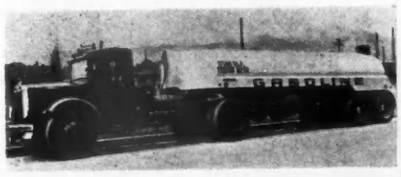

According to its owners this Mack-Lanova diesel-powered unit is hauling a gross load of 50,000 lb. between a refinery in Wyoming and Salt Lake City, a distance of 635 miles. It makes the round trip in about 20 hr.

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the truck operations of Agency in conducting its express business are "different" from truck operations performed by independent motor carriers.

On the strength of the bare statement that its truck operations were different, the petition adds, the Express Agency was asking the ICC to waive the usual showing of public convenience and necessity and automatically grant it certificates to perform truck operations "without limitations or restrictions."

Objecting to such action by the Commission the petition requested that none of the Agency's motor carrier applications be approved until the Commission had determined:

1. What class or classes of business properly may be embraced in the term "express business."

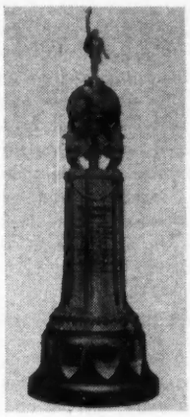
2. What restrictions and limitations should be applied in order to confine the Agency's operations to that class of business which may be found to be embraced in the term "express business" as distinguished from ordinary motor carrier business.

3. Under what circumstances if any may railroads acquire duplicate motor carrier rights "under fiction of separate corporate entities involving railroads rail owned or controlled truck operations, rail owned express agencies and rail owned forwarding companies.

The railroads own the Railway Express Agency the petition adds, and those same railroads apply to the ICC for motor carrier operating rights in their own names and also in the name of subsidiary motor carrier and forwarding companies.

Riss & Co., Inc., Kansas City, Mo., interstate haulers, have placed an order for sixty, stainless steel Fruehauf trailers. The present order will give their fleet more than 100 of these units, making it one of the largest stainless steel fleets in the country.

Huston Brown, vice-president of the Joyce-Cridland Co., caught this 334 lb. Blue Marlin in one hour and 17 minutes. He has a good chance at several trophies for the season's biggest catch



Here's the handsome Trailmobile Safety Trophy, awarded each year by Trailer Co. of America to the fleet which has done most for highway safety. Last year it went to Horton Motor Lines, Charlotte, N. C.

"What You Don't Know Can Hurt"

"What You Don't Know Can Hurt!" is the title of an excellent booklet just published by the National Council of Private Motor Truck Owners, Inc. In dramatic form, the booklet outlines the advantages of Council membership for all who own or operate private trucks whether the number be five or 50. It's well worth the price of a penny post card addressed to the Council's headquarters at 1075 National Press Building, Washington, D. C.

Red Ball Truck Driver Effects Dramatic Rescue

W. F. Bryant, veteran driver for the Red Ball Motor Freight Lines of Dallas, Texas, will not be soon forgotten by a group of helpless bystanders, and in particular, the near victim whose life he saved by snatching him from death in a burning gasoline truck loaded with 1000 gallons of gasoline following a collision with a passenger car in which three persons were killed. Bryant, while on his regular run between Beaumont and Dallas, arrived at the scene of the accident to find truck and automobile in a twisted mass of wreckage and the cab of the truck in flames. Bystanders were attempting to extinguish the flames by throwing sand in a losing battle. From the light of the flames the driver could be seen penned underneath the steering wheel, helpless to free himself. The cab was so smashed and twisted as to prevent immediate rescue attempts. Bryant succeeded in checking the flames with his fire extinguisher, then

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backed his truck up to the cab of the smoking truck, hooked his tail-gate chain on to the door, snatching the door away and permitting the driver to be removed from the wreckage and placed in the waiting ambulance along with the other victims. Bryant then dusted his hands, climbed in his cab, and proceeded on schedule. Had witnesses not reported the incident, it is doubtful if this story would be known.

Major Bowes Plugs Trucks

On March 6, Major Edward Bowes took time out from his usual job of selling Chrysler-built passenger cars and devoted the commercial part of his radio program to tell the public what an important part trucks play in their lives even though they do not own or drive one. The Major called attention to the fact that milk, newspapers, fresh produce and many other commodities are brought to market and to the householder's door by truck and that trucks supplement transportation by water, air and rail.

Major Bowes also called truck drivers the best, the safest, and the most courteous drivers on the road.

Refunding of Road Bonds Urged as Economy Measure

Refunding of outstanding highway bond issues to obtain the prevailing low current interest rates where practical was suggested today by the American Petroleum Industries Committee, as a means of governmental economy. Sound highway finance, it was declared, also requires the substitution of a pay-as-you-go policy for the obsolete bond issue method of going into debt for roads.

"Highway bonds currently outstanding total $2,000,000,000, and many of these issues bear the high interest rates prevalent years ago," the committee said. "Today a substantial saving to taxpayers could be effected through the refunding of some of these bond issues at the low interest rates now prevailing."

Petroleum Reserves Up

An estimated increase during 1940 of more than a half-billion barrels in the proved petroleum reserves of the United States, lifting the Jan. 1, 1941, total to a new high of 19,024,515,000 barrels, is reported by the American Petroleum Institute's Committee on Petroleum Reserves.

AMA Asks Modification of Canadian Customs Laws

Modification of Canadian customs regulations so that U. S. motor carriers will be accorded the same privileges as American railroads in serving points in the United States through Canada, was urged by the Motor Truck Committee of the Automobile Manufacturers Association in a communication from Robert F. Black, chairman of the committee, to Secretary of State Cordell Hull.

The committee points out that modification of the customs regulations would enable the motor carriers to shorten their running time considerably between midwest points and upper New York State by using the shorter route through Ontario.

A similar position has been recorded with the Secretary of State by the governors of the several states affected, as well as representatives of shipper and carrier groups.

"The facts indicate," said Mr. Black, "that highway mileage between Buffalo and Detroit on heavily traveled highways in the United States is 365 miles; a distance between the two points through the Province of Ontario is 261 miles, or a net saving of 104 miles; between Buffalo and Port Huron, Michigan, the saving is 210 miles.

Frank S. Barks Dies

The death of Frank S. Barks, president of Lincoln Engineering Co., St. Louis, has been announced by the officials of the company. Mr. Barks left St. Louis on December 26 for an extended trip to South America, and was returning by steamship when death occurred January 27, as a result of cerebral hemorrhage. He was 58 years old and had been active in his business and social affairs until within four weeks of his departure for South America.

New Body Polish

"Finish Freshener" is the name given a new polish introduced by the McAleer Co., of Detroit. It has been created especially for well-kept cars — especially delivery trucks, taxicabs, light trucks—in fact, wherever there is a problem of keeping equipment looking spic and span every day with a minimum of effort.

The inventor, Fred Weihe, chief chemist for McAleer, claims that polishing a car with "Finish Freshener" is actually quicker and easier than "dusting off" with a dry cloth. His explanation is that the new polish contains only a negligible quantity of abrasive ingredients and combines protective qualities with efficient liquid cleansing agents.

Spark Plug Easily Re-Gapped

A new Blue Crown spark plug, specially designed by Hesselman engines has been announced by the Motor Master Products Corp., 4757 Ravenswood Ave., Chicago, Ill. The plug features a newly-designed ground wire which permits instant re-gapping by placing a thickness gage between the center and ground electrodes, and with a slight gap, force the ground wire down to the proper gap. A heavy-gage wire is said to insure longer life.

New Light-weight Drills

Two new additions to its line of "Multi-Vane" drills have been announced by the Ingersoll-Rand Co., Phillipsburg, N. J. Known as sizes 0 and 00, these light-weight drills can be furnished with attachments

for screw driving, nut running, wire brushing, sanding, etc. Three different types of handles are available for both sizes of drills; straight, lever throttle or pistol-grip.

New Gar Wood Distributors

W. H. Hammond, sales manager of the Hoist and Body Division of Gar Wood Industries, Inc., Detroit, has announced the appointment of the following hoist and body distributors: W. T. Stringfellow & Co., Nashville, Tenn.; Southern Equipment and Tractor Co., Inc., Monroe, La.; Oden Equipment Co., Albuquerque, N. M., and the Fruehauf Trailer and Equipment Co., Seattle, Wash., and Portland, Ore.

Degummed Castor Oil

A castor oil, said to be rendered 100 per cent gum-free by means of an exclusive process, is available from the Pawling Refining Corp., Port Chester, N. Y. It is claimed to have a highly detergent action upon sludge and carbon in internal combustion engines, and to produce greater wetness, due to the lowering of surface tension.

Seiberling Adds New Tires

The Seiberling Rubber Co., Akron, Ohio, has announced a series of additions to its line of special tires for use in such industries as road construction, strip coal mining, lumber, logging and timber. These additions are:

7.50 — 20	T.L.*	T.B.**	— 8 ply
8.25 — 20	T.L.	T.B.	— 10 ply
9.00 — 18	T.L.	T.B.	— 10 ply
9.00 — 20	T.L.	T.B.	— 10 ply
10.00 — 20	T.L.	T.B.	— 12 ply
7.50 — 20 (Extra Ply)	T.L.	T.B.	— 10 ply
8.25 — 20 (Extra Ply)	T.L.	T.B.	— 12 ply
9.00 — 20 (Extra Ply)	T.L.	T.B.	— 12 ply
10.00 — 20 (Extra Ply)	T.L.	T.B.	— 14 ply

* Signifies "Traction Lug"
** Signifies "Truck & Bus"

A new sales and service branch, ultra-modern in facilities, appointments and appearance, was opened recently in Chicago by the DeVilbiss Co., manufacturer of spray painting equipment, air compressors, etc. It will be located at 1280 West Washington Boulevard.

Advertisers' Index

This Advertisers' Index is published as a convenience, and not as part of the advertising contract. Every care will be taken to index correctly. No allowance will be made for errors or failure to insert

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